



**Haringey** Council

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## Planning Sub Committee

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MONDAY, 12TH SEPTEMBER, 2011 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

**MEMBERS:** Councillors Basu, Beacham, Demirci (Chair), Erskine, Peacock (Vice-Chair), Reid, Rice, Schmitz and Waters

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### AGENDA

**1. APOLOGIES**

**2. URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 15 below.

### **3. DECLARATIONS OF INTEREST**

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgement of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

### **4. DEPUTATIONS/PETITIONS**

To consider receiving deputations and/or petitions in accordance with Part Four, Section B, Paragraph 29 of the Council's Constitution.

### **5. MINUTES (PAGES 1 - 32)**

To confirm and sign the minutes of the Planning Sub Committee held on 11 and the special Planning Sub Committee held on 20 July 2011.

### **6. PLANNING APPLICATIONS (PAGES 33 - 34)**

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

**7. CORONATION SIDINGS, NORTH OF TURNPIKE LANE, HORNSEY, AND HORNSEY DEPOT, SOUTH OF TURNPIKE LANE N8 (PAGES 35 - 154)**

Construction of rolling stock maintenance depot and associated works including main depot building, office and storage space; track and sidings; underframe cleaning facility and plant room; two train washers and plant rooms; waste compactors; partial rebuilding of Hornsey Station footbridge; two shunters cabins; bridge widenings over the New River and Turnpike Lane; associated works including engineering, signalling, electrification and other operational works and equipment for the railway; hard surfacing and new internal site access road; landscaping; fences; car, motorcycle and bicycle parking; construction of retaining walls; temporary construction haul bridge and use of land as a temporary construction compound.

RECOMMENDATION: Grant permission subject to conditions and subject to sec. 106 Legal Agreement.

**8. EDEN PRIMARY, 79 CREIGHTON AVENUE, N10 1NR (PAGES 155 - 202)**

Erection of three storey school building with associated external works including landscaping, access ways, disabled and cycle parking.

RECOMMENDATION: Grant permission subject to conditions and subject to sec.106 Legal Agreement.

**9. 550 WHITE HART LANE, N17 7RQ (PAGES 203 - 228)**

Development comprising of construction of three industrial buildings accommodating a total of 13,251 sqm (142,629 sqft) of gross B1/B2/B8 employment floorspace and divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage.

RECOMMENDATION: Grant permission, subject to conditions, subject to sec.106 Legal Agreement.

**10. 26 LORDSHIP LANE, N17 8NS (PAGES 229 - 242)**

Erection of 2 storey terrace of 5 x three bedroom units. Demolition of existing two storey building on Bruce Castle Road and erection of two storey building to match existing. Demolition of existing building on Birkbeck Road and erection of 2 x two storey terrace house.

RECOMMENDATION: Grant permission subject to conditions and to a Deed of Variation to the current S106 Agreement.

**11. APPEAL DECISIONS (PAGES 243 - 248)**

To advise the Sub Committee on Appeal decisions determined by the Department for Communities and Local Government during June and July 2011.

**12. DELEGATED DECISIONS (PAGES 249 - 298)**

To inform the Sub Committee of decisions made under delegated powers by the Head of Development Management and the Chair of the above Sub Committee between 23 May 2011 and 19 June 2011.

**13. PERFORMANCE STATISTICS (PAGES 299 - 330)**

To advise the Sub Committee of performance statistics on Development Management, Building Control and Planning Enforcement since the Sub Committee meeting on 14 June 2011.

**14. PLANNING ENFORCEMENT UPDATE (PAGES 331 - 340)**

Report of the Director of Place and Sustainability to inform Members on Planning Enforcement's progress in maintaining service delivery 2011/12.

**15. NEW ITEMS OF URGENT BUSINESS**

To consider any items admitted at item 2 above.

**16. DATE OF NEXT MEETING**

Special meeting (tbc): 22 September 2011  
10 October 2011

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and Member Services  
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Friday, 02 September 2011

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

Councillors: Basu, Beacham, Browne, Erskine, Peacock (Vice-Chair, in the Chair), Reece, Rice, Schmitz and Waters

Also Present: Councillors Allison and Egan

| MINUTE NO. | SUBJECT/DECISION   | ACTION BY |
|------------|--|-----------|
| PC17.      | <p><b>APOLOGIES</b></p> <p>Apologies for absence were received from Councillors Demirci and Scott for whom Councillors Browne and Erskine were substituting respectively.</p>  |           |
| PC18.      | <p><b>URGENT BUSINESS</b></p> <p>There were no items of urgent business.</p>   |           |
| PC19.      | <p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Schmitz declared a personal interest in item 11 (Rear of 36-46 Alexandra Road N8 0PP) as he knew the applicant's representative Peter Ottery and had sold his property via Mr Ottery.</p> <p>Cllr Schmitz also declared a personal interest in items 12 &amp; 13 (225 Archway Road, N6 5BS) as he had spoken with Cllr Allison and Ms Lefmann, who objected to the proposals, solely to confirm that item 13 was on the evening's agenda.</p> |           |
| PC20.      | <p><b>DEPUTATIONS/PETITIONS</b></p> <p>There were no deputations or petitions.</p>   |           |
| PC21.      | <p><b>MINUTES</b></p> <p><b>RESOLVED</b></p> <p>That the minutes of the Planning Committee held on 14<sup>th</sup> June 2011 be approved and signed by the Chair.</p>  |           |
| PC22.      | <p><b>APPEAL DECISIONS</b></p> <p>The Committee received the report on appeal decisions determined by the Department for Communities and Local Government during May 2011 (pages 25-30 of the agenda pack), of which 0 were allowed and 5 were dismissed.</p>  |           |

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

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|                     | <p>In response to a question from a Committee Member the Head of Development Management confirmed that none of the relevant parties had sought reimbursement for costs of the appeals.</p> <p><b>NOTED</b></p>  |  |
| <p><b>PC23.</b></p> | <p><b>DELEGATED DECISIONS</b></p> <p>The Committee received the report setting out the decisions taken under delegated powers, by the Head of Development Management and the Chair of the Planning Committee, between 23 May 2011 and 19 June 2011 (pages 31 – 56 of the agenda pack).</p> <p><b>NOTED</b></p>  |  |
| <p><b>PC24.</b></p> | <p><b>PERFORMANCE STATISTICS</b></p> <p>The Committee received the report on performance statistics for Development Management, Building Control and Planning Enforcement since 14 June 2011 (pages 57 – 76 of the agenda pack).</p> <p>The Head of Development Management highlighted that the reference to a Planning Contravention Notice served on 29 Elder Avenue N8 (page 75) was in error.</p> <p><b>NOTED</b></p>   |  |
| <p><b>PC25.</b></p> | <p><b>TREE PRESERVATION ORDERS</b></p> <p>The Committee received the report recommending 4 tree preservation orders (pages 77-94 of the agenda pack) and the additional information previously circulated, in response to objections received in relation to items 3 (65 Mount View Road) and 4 (95 Mayfield Road) below.</p> <p>1. <u>Oakfield Court, Haslemere Road N8</u> (Pages 79-81)</p> <p><b>RESOLVED</b></p> <p>That the tree preservation order placed on Oakfield Court, Haslemere Road N8 be confirmed.</p> <p>2. <u>89 &amp; 91 Fortis Green, N2</u> (Pages 83-85)</p> <p><b>RESOLVED</b></p> <p>That the tree preservation order placed on 89 &amp; 91 Fortis Green be confirmed.</p> |  |

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

3. 65 Mount view Road N4 (Pages 87-89)

The Head of Development Management introduced the tree preservation order placed on 65 Mount View Road, N8 and the objections raised by the occupants of Flat A & Flat C 9 Dashwood Road.

The Committee noted the statements of Karen Louise Hill (Flat C 9 Dashwood Road) and Mark Whent (Flat B 9 Dashwood Road) including comments and photographs showing that in the objectors' opinions it was unclear which tree the preservation order related to and the trees at 65 Mount View Road shaded neighbouring gardens.

Members of the Committee expressed concerns that clarity was needed around which tree the order related to and it was:

**RESOLVED**

That the tree preservation order recommended for 65 Mount View Road N8 be deferred until the Planning Sub Committee in September to allow officers to inspect the site and produce a photograph in a future report of the exact tree which the preservation order relates to.

4. 95 Mayfield Road N8 (Pages 91-93)

The Head of Development Management introduced the tree preservation order for two lime trees in the rear garden of 95 Mayfield Road and highlighted that works for planning application reference HGY/2011/0917 had not yet been permitted. In response to a question it was noted that the Council could not add conditions to a tree preservation order to ensure a property owner pollarded (regularly maintained) a tree.

The Committee noted the statement of Ms Danielle Simler owner of 95 Mayfield Road including that she spoke on behalf of the residents of 94 Inderwick and 96 Mayfield Road who had also submitted letters of objection to the Council. Ms Simler highlighted that the property was not in a conservation area; the trees were barely visible from the street and neighbouring property owners had cut down similar trees which were not a rare species. Ms Simler informed the Committee that the trees adversely affected views from 95 Mayfield Road and neighbouring properties and shaded the sun from the gardens and would be costly to maintain. If felled Ms Simler would replace the trees with alternative trees.

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

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|                     | <p>In response to questions from the Committee the Head of Development Management reported that there was no evidence of subsidence at the site and that management of the trees would resolve any future issues.</p> <p>The Chair moved the recommendation and, on a vote of 6 for and 2 against, it was:</p> <p><b>RESOLVED</b></p> <p>That the tree preservation order placed on 95 Mayfield Road N8 be confirmed.</p>   |  |
| <p><b>PC26.</b></p> | <p><b>REAR OF 36-46 ALEXANDRA ROAD N8 OPP</b></p> <p>The Committee received the report setting out planning application for the rear of 36-46 Alexandra Road N8 OPP (pages 95-108 of the agenda pack) and tabled documents including an email from the London Fire Brigade recommending that domestic sprinkler systems be fitted to the buildings as the access arrangements for fire fighting would not comply with building regulations and, an extract from a recent appeal of the decision of a similar development on garden land. The Head of Development Management highlighted that there were no parking spaces proposed but the site was located in an area with high public transport accessibility and within a controlled parking zone. It was also reported that two letters had been tabled by local residents Mr Steve Pile of 55 Burghley Road and Dr Jan Campbell of 36 Alexandra Road objecting to the application.</p> <p>In response to questions from the Committee it was noted that the development would be set slightly lower in the ground than existing buildings and there would be rear boundary walls up to 2 metres in height and, being a single storey development it was not considered that there would be any loss to amenities to neighbouring properties. Neighbouring properties would have sight of the development but would not be able to see inside the building. In response to concerns about the narrow access passage officers considered the access and storage areas for refuse bins to be adequate.</p> <p>The Committee heard the statements of Mr Steve Pile, Dr Janet Campbell and Ms Ulla Lefmann (41 Coleraine Road) urging the Committee to reject the proposals, including the following points:</p> <ul style="list-style-type: none"> <li>• The proposals, if granted, would overlook and intrude on neighbouring properties and privacy would be invaded.</li> <li>• The development would reduce daylight and sunlight into neighbouring properties and an independent impact study had not been conducted.</li> <li>• The development did not meet the Council's guidelines</li> </ul> |  |



MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

that all rear facing habitable rooms directly opposite one another should be a minimum of 20 metres apart, despite it being a one storey development.

- The development was contrary to the Council's own design guidance.
- The Council was under no obligation to build on green field sites and the site should remain as a garden.
- Development should not be permitted until the Japanese Knotweed problem had been solved in the whole area.
- The local residents' association opposed the proposals.

The Committee noted the following further to a statement from local resident Mr Jayanti Patel, 61 Burghley Road resident, in support of the proposals:

- Whilst Mr Patel had similar concerns as other residents in the area he supported development of the site so that the area would be cleaner.
- The Japanese Knotweed had spread from this site into neighbouring gardens.
- A condition should be added to the application restricting future applications to build a second storey. Officers explained that this was not possible as all applications must be considered on their own merit.

The Committee noted the following further to a statement from Mr Peter Ottery, the applicant:

- The actual address of the site was 36-44 Alexandra Road.
- Previous buildings on the site were for non-residential use.
- The applicant was committed to resolving the knotweed issue and would consult with experts.
- The development would include proper landscaping and new trees would be planted.
- The side windows of the development would contain obscure glazing and fences would be 1.6 metres high around the properties and the applicant was confident that the development would not adversely affect surrounding properties.

The Committee requested that, if granted, a condition be placed on the application to ensure knotweed be eradicated within a particular time in a way that is satisfactory to officers and neighbouring properties. The development should not begin until the removal of knotweed has been completed.

The Chair moved the recommendation and on a vote of 5 for and 4 against it was:

**RESOLVED**

That planning permission for application HGY/2011/0568 be granted subject to the conditions set out below:

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

Conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

MATERIALS & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. That details of all levels including the sunken ground level on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

#### PERMITTED DEVELOPMENT RIGHTS

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A., C, D & E of Part 1 of that Order shall be carried out on site.

Reason: To safeguard the amenities of neighbouring occupiers and the general

#### CONSTRUCTION

8. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

#### WASTE/RECYCLING

9. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

#### MISCELLANEOUS

10. A detailed scheme showing a secure sheltered cycle parking facility capable of accommodating a minimum of 2 cycles must be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: To promote travel by sustainable modes of transport to and from the site

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

11. A detailed scheme showing the fire hydrant must be submitted to, approved in writing by and implemented in accordance with the requirements of the fire service.

Reason: To ensure that the development can be serviced by fire appliances

12. The secondary windows facing the eastern and western boundary shall be glazed with obscure glass only and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

13. That a detailed scheme for the provision of green roofs to each of the proposed dwellings shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such agreed scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority prior to the occupation of the dwellings.

Reason: In order to ensure a level of bio-diversity within the proposed development.

14. That details of a scheme to eradicate all the Japanese knotweed on the application site and that to be found on immediately adjoining properties shall be submitted to and approved by the Local Planning Authority. Such agreed scheme shall be implemented and all the identified knotweed shall be removed prior to the commencement of the proposed development works.

Reason: In order to ensure that all the Japanese Knotweed is removed to eradicate the local infestation and protect the amenities of future occupiers of the proposed development.

INFORMATIVE: The development requires naming / numbering. Please contact Local Land Charges (tel. 0208 489 5573) at least 8 weeks before completion of the development to arrange allocation of suitable address(s).

REASONS FOR APPROVAL The position, scale, mass and detailing of the proposed dwellings has been carefully considered to create a relatively discrete building which will not adversely affect the building pattern on Alexandra Road and Burghley Road and it will not be detrimental to the character of the open nature of the site. The buildings proposed are subordinate and will almost sit behind the boundary treatment, although relatively visible from existing rear gardens. The proposal will not give rise to a significant degree of overlooking or loss of privacy to neighbouring occupiers or adversely affect

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

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|                     | <p>local residential amenities.</p> <p>As such the proposed development is considered to be in accordance to Policies UD3 'General Principles' and UD4 'Quality Design' HSG1 'New Housing Development' and HSG 2 'Change of Use to Residential' of the adopted Haringey Unitary Development Plan and supplementary planning guidance SPG1a 'Design Guidance', Housing SPD (2008), SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight' and SPG3c 'Backlands Development'.</p> <p>Section 106: No</p>   |  |
| <p><b>PC27.</b></p> | <p><b>225 ARCHWAY ROAD, N6 5BS</b></p> <p>The Committee received the application for 225 Archway Road N6 5BS for the demolition of extensions to the listed villa and replacement with single storey extension at 225 Archway Road N6 5BS (pages 109-136 of the agenda pack), the circulated information from local residents objecting to the application and the tabled documents including a letter from Cllrs Allison, Hare and Williams requesting deferral of the application. The Committee noted that the application differed from that which was refused in April 2011 in that the proposal for a two storey house with lower ground floor had been removed. An amendment to paragraph 1.1 (page 110) was reported and it was noted that there was in fact a tree preservation order on a cedar tree located at the rear of the site.</p> <p>The Officer drew the Committee's attention to the recommendations on Pages 124-125 and highlighted that additional letters from residents at 7, 11 and 13 Southwood Avenue had been submitted raising concerns including that the development would impact the watercourse running under the land, a full hydrology report should be conducted, concerns about landscaping and future development, impact on wildlife and privacy, overcrowding and exacerbation of parking issues.</p> <p>The Committee received the statements of Stephen Robinson (resident of 13 Southwood Avenue) and Jim Dickson (resident 11 Southwood Avenue) objecting to the proposals, including the following points:</p> <ul style="list-style-type: none"> <li>• A proper hydrology report should be produced to determine whether the deep excavation and basement development would affect the watercourses running through the site, which would potentially create problems for local residents. Southwood Avenue was already affected by flash flooding after heavy rainfall.</li> <li>• It had been confirmed that none of the watercourses in the area were Thames Water or Environment Agency assets.</li> </ul> |  |

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

- It was confirmed that Priory Brook ran through Jacksons Lane and another brook ran through Cholmeley Avenue.
- Any future proposals for the site should be in keeping with the design of current properties in the area.

The Committee heard from Cllr Rachel Allison (also on behalf of Cllr Bob Hare) in objection to the proposals, supporting the concerns expressed by other residents and highlighting that the watercourse below the site area had caused her own property to subside. Cllr Allison suggested evidence that the watercourse had been culverted (drained under the road) be obtained, and that assurance be provided to residents that the developer will be responsible for any issues caused to the surrounding properties as a result of the watercourse being disturbed.

The Committee noted that the fire brigade had objected to the proposals because of poor accessibility to the basement. Officers confirmed that the basement was accessible according to building control requirements.

The Committee asked for more information on the watercourse and officers reported that no water streams had been found to be running through the site. The Officer confirmed that 2 brooks were known to run underground between Jacksons Lane and Cholmeley Park towards Archway Road and were 30 feet below the ground (according to the publication "Haringey's Hidden Streams Revealed"). Objectors expressed that they believed digging the foundations of this development would cause water to back up, creating a dam, which would then find another way to run, possibly damaging properties.

The Committee noted the previously circulated written submission of the Loromah Estates Consultancy Team and the verbal statements of the applicant's representatives Mr Paul Shaw (landscaper) and Mr Oliver Burston (architect), including that the only trees that will be removed as part of the development have been agreed by the Arboricultural Officers as low amenity or in a poor condition and that there had been no evidence of underground flooding in the past and the development would pose no structural risk to surrounding properties.

Committee Members expressed concerns about the issues raised in relation to the watercourse and suggested that a full hydrology assessment be conducted before the development went ahead. The Chair moved the recommendation with the added condition that development shall not begin until a scheme to deal with hydrology of the site had been submitted for approval in writing by the local planning authority.

**RESOLVED**

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

That Planning Application reference number HGY/2011/0998 be approved subject to the conditions set out below and a Section 106 Legal Agreement in accordance with Recommendation 1; and Recommendations 2 &3:

Conditions:

IMPLEMENTATION.

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape and tree coverage on site in accordance with the approved designs.

4. All existing trees shall be retained, unless shown on the approved drawings as being removed and those identified in the Arboricultural Impact Assessment / Implication Assessment and Tree Protection Plan shall be protected from damage and safeguarded during the course of the site works and building operations. No work shall commence on site until a pre-commencement site meeting takes place between the Architect, the consulting Arboriculturist, the Local Authority's Arboricultural Officer and a Planning Officer to confirm tree protective measures to be implemented. Such fencing shall be maintained during the course of the works on site and no unauthorised access or placement of goods, fuels or chemicals, soils or other

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

materials shall take place inside the fenced area.

Reason: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability throughout the construction period in the interests of amenity.

**MATERIALS & BOUNDARY TREATMENT**

5. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

6. All new external and internal works and finishes and works of making good the retained fabric of the Listed Building shall match the existing with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any conditions attached to this consent.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building.

7. Notwithstanding any indication on the submitted drawings, details of the siting and design of all walls, gates, fencing, railings or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The walls/gates/fencing/railings/ enclosures shall be erected in accordance with the approved details following completion and occupation of the building hereby approved.

Reason: In order to retain control over the external appearance of the development and in the interest of the visual amenity of the area.

**CONSTRUCTION**

8. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

9. The contractor on site shall ensure that all due care is taken to protect the historic fabric of the Listed Building from damage during the course of the works, including any materials, or elements of structure, that may be temporarily taken down and put to one side, and afterwards re-erected as part of the repair and reinstatement works.

Reason: To safeguard the historic fabric and the architectural



MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

character and appearance of this Listed Building

10. No development shall take place until details of a construction management plan construction logistics plan are submitted and approved in writing by the Local Planning Authority. The construction management plan shall include details of vehicle parking and manoeuvring areas, wheel washing facilities, location of storage area for building materials, protective, spoil removal. Thereafter, the approved construction plan shall be fully implemented and adhered to during the construction phase of the development hereby approved.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

11. The development hereby approved shall not commence until an assessment of the hydrological and hydro-geological impact of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To ensure the development does not impede the flow of any watercourse within the site or lead to localised flooding.

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: As per Condition 10 above TfL requests that a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) be submitted and approved by both the local authority and TfL prior to work commence on site. It is requested that movements of construction vehicles shall be carefully planned and co-ordinated to avoid the AM and PM hours. It is requested that a construction vehicles should load/unload/ park/ stop away from A1 Archway Road.

INFORMATIVE: As per Condition 7 above it is requested that the developer to provide details on the proposed wall adjacent to the A1 Archway Road footway and how the wall would be constructed; and also details on site protection measure to prevent damage caused to the TLRN public highway of A1 Archway Road for during the construction work inside the site. It must be noted that TfL may require Structural Approval for the wall if deemed necessary; this is ensure that the structural integrity of A1 Archway Road would not be compromised.

INFORMATIVE: The footway and carriageway on A1 Archway Road and must not be blocked during the construction and maintenance of the proposal. Temporary obstruction during the construction must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

pedestrians, or obstruct the flow of traffic on the A1 Archway Road. No skip or construction materials shall be kept on the footway or carriageway of A1 Archway Road at all times. It must also be aware that TfL would rectify damage caused to the TLRN public highway from the construction of the development, and the developer would be expected to be responsible for the full cost of repair work.

**REASONS FOR APPROVAL**

The proposed alteration, minor extensions and a refurbishment of the existing Grade II Listed Building are considered acceptable and in addition the siting and design of the new building and associated landscaping are considered to be designed sensitively in terms of its relationship with the listed building, the open and tree line character of this site and the building patterns of the adjoining properties. The proposed development will preserve and enhance the character and appearance of this part of the conservation area. The proposal will achieve an acceptable relationship with adjoining properties and will not adversely affect the residential and visual amenities of adjoining occupiers or adversely affect parking conditions in the immediate surrounding.

The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following Policies UD3 'General Principles', UD4 'Quality Design', G3 'Housing Supply', G10 'Conservation', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix', CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings', CSV4 'Alteration and Extensions to Listed Buildings', CSV5 'Alteration and Extensions in Conservation Areas' and OS17 Tree Protection, Tree Masses and Spines and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation & Archaeology' and SPD Housing 2008.

Section 106: Yes

**PC28.**

**225 ARCHWAY ROAD, N6 5BS**

The Committee received the application for 225 Archway Road N6 5BS for listed building consent for the demolition of the extensions to the listed villa and replacement with new single story extension (pages 137-146 of the agenda pack).

**RESOLVED**

That listed building consent be granted for planning application HGY/2011/0999 subject to the conditions below:

Conditions:

#### IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

#### MATERIALS

3. Notwithstanding the approved application drawings additional information and a schedule of works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, showing: Fully annotated and dimensioned detailed plans outlining the repairs to architectural features, facing materials, and finishes to the exterior of the building (at a scale of 1:10) Fully annotated and dimensioned roof repair details to chimney stack, chimney pots, flashings, cornice, eaves, brackets (at a scale of 1:10).

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

4. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority. If replacement bricks are necessary, these shall match the historic bricks as closely as possible and shall be approved in writing by the District Planning Authority prior to installation on site.

Reason: To ensure the use of appropriate materials with regard to the architectural character and appearance of the listed building

5. All new external and internal works and finishes and works of making good the retained fabric of the Listed Building shall match the existing with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any conditions attached to this consent.

Reason: To safeguard the historic fabric and the architectural

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

character and appearance of this Listed Building.

6. The contractor on site shall ensure that all due care is taken to protect the historic fabric of the Listed Building from damage during the course of the works, including any materials, or elements of structure, that may be temporarily taken down and put to one side, and afterwards re-erected as part of the repair and reinstatement works.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

**REASONS FOR APPROVAL**

The proposed new building to the front of the site in terms of its position, form, design and appearance, will have a satisfactory relationship with the listed building and the interventions proposed to restore the integrity of listed building are considered to be more sensitive to the setting of the building and the character of the site. Overall the proposed development will restore and enhance the appearance of the Listed Building and as such the proposal accords with policies CSV2 'Listed Buildings' and CSV4 'Alteration and Extensions to Listed Buildings' of the adopted Haringey Unitary Development Plan 2006 and supplementary planning guidance SPG2 'Conservation & Archaeology'.

Section 106: No

**PC29.**

**THE PADDOCK, MEADOW DRIVE, N10 1PL**

The Committee received the planning application for the extension of existing sheltered accommodation to form 6 additional flats (pages 147-157 of the agenda pack). The Officer reported that the application had been reduced to develop 4 flats (rather than 6) further to concerns raised at the Members' site visit about the loss of an oak tree (which would now remain). Some committee members expressed concern that 2 units had been lost to save a tree when there were many older people in the borough needing care. Other committee members stated that the presence of the tree would add to residents' quality of life. The Committee agreed that the applicant could submit a future application for an additional 2 units.

There would be no adverse impact on surrounding residents' amenities due to the distance and screening of the development. In response to a member's concern the planning officer reported that window sizes to the east of the elevation could be made larger but agreement of this would have to be delegated to an officer.

**RESOLVED**

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

To approve planning application HGY/2011/0615 for the extension of existing sheltered accommodation to form 4 additional flats subject to the following conditions:

Conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. The external materials to be used for the proposed alteration shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of the neighbouring properties and the appearance of the locality.

REASONS FOR APPROVAL

The proposal to provide 6 additional-one bedroom self contained flats for special housing needs will not represent an excessive intensity of the site which would not adversely affect the amenities of neighbouring occupiers. The proposed units designed to a good standard are in compliance with the Council's Unitary Development Plan Policies UD3 'General Principles', UD4 'Quality Design', HSG7 'Housing for Special Needs', M10 'Parking for Development', CW1 'New Community Facilities', CSV1 'Development in Conservation Areas', CSV5 'Alterations and Extensions in Conservation Areas' and SPG 1a 'Design Guidance and Design Statements', SPG11b 'Building Suitable for Community Use', Housing Supplementary Planning Document October 2008 of the Haringey's Supplementary Planning Guidance.

Section 106: No

**PC30. NEW ITEMS OF URGENT BUSINESS**

There were no new items of business.

**PC31. DATE OF NEXT MEETING**

MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 11 JULY 2011

|  |   |  |
|--|---|--|
|  | <p>The future meetings were noted:</p> <p>Special – Wednesday , 20 July 2011<br/>Monday, 12 September 2011</p> <p>The meeting closed at 22:00hrs.</p> |  |
|--|---|--|

COUNCILLOR SHEILA PEACOCK  
In the Chair

**MINUTES OF THE SPECIAL PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

Councillors: Basu, Christophides, Egan, Erskine, Rice, Scott, Solomon, Strang and Waters

Also Present: Councillors Diakides, Watson, Vanier, Schmitz and Bevan

| <b>MINUTE NO.</b> | <b>SUBJECT/DECISION</b>  | <b>ACTION BY</b> |
|-------------------|--|------------------|
| <b>PC32.</b>      | <p><b>ELECTION OF CHAIR FOR PROCEEDINGS</b></p> <p>Nominations were sought from the Committee for Chair for the duration of proceedings, in the absence of the Chair and Vice-Chair of the Planning Sub Committee. Cllr Egan nominated Cllr Rice as Chair, and this was seconded by Cllr Basu. The Committee was asked to approve the appointment of Cllr Rice as Chair for proceedings and it was:</p> <p><b>AGREED</b></p> <p>That Cllr Rice take the Chair for the duration of proceedings.</p> |                  |
| <b>PC33.</b>      | <p><b>APOLOGIES</b></p> <p>Apologies for absence were received from Cllr Demirci, for whom Cllr Christophides was substituting, from Cllr Peacock, for whom Cllr Egan was substituting, from Cllr Schmitz, for whom Cllr Solomon was substituting, from Cllr Beacham, for whom Cllr Erskine was substituting and from Cllr Reece for whom Cllr Strang was substituting.</p> <p><b>NOTED</b></p>  |                  |
| <b>PC34.</b>      | <p><b>URGENT BUSINESS</b></p> <p>It being a special meeting of the Sub Committee, there were no new items of urgent business.</p>  |                  |
| <b>PC35.</b>      | <p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Strang declared a personal interest as an employee of London Underground.</p>   |                  |
| <b>PC36.</b>      | <p><b>WARDS CORNER SITE, HIGH ROAD, N15</b></p> <p>Members were advised at the start of the meeting that a Member information pack and hard copy of the officer presentation had been provided, and that Charles Solomon from the District Valuer Service and Nicola Hodges from URS Scott Wilson were present at the meeting to answer Members' questions as necessary. Paul Smith gave a presentation on the application, setting out the site,</p>  |                  |

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

relevant planning policies, the development agreement and brief, planning history, details of the proposal, access, housing and amenity space, conservation views, design panel, daylight and sunlight, key objections and responses, the independent Equalities Impact Assessment (EqIA), viability appraisal, reports from the GLA and Transport for London and the officer recommendations as set out on page 46 of the agenda pack.

Mr Smith reported that 21 objections had been received since the report had been completed, and these were summarised along with the officer responses in the pack for Members. An additional 6 objections had been received on the day of the meeting, for which it had not been possible to provide a written response, however these broadly reflected objections which had already been lodged.

The Chair reminded all present that the meeting was being webcast for broadcast on the Council's webcast.

The Committee asked questions of Mr Smith regarding his presentation. In response to a question regarding the proposed new rents for traders, were the development to go ahead, Mr Smith reported that these would be renegotiated on the basis of acceptable rent levels at that point in time. The Committee noted that regeneration was the main aim of the proposal and, given that an incomplete development would be the worst possible scenario, asked what safeguards were in place to protect against such an outcome. Mr Smith advised that, other than the issue of affordable housing, viability was a matter for the developer and was not a matter for the Committee to take into consideration. Allan Ledden, Legal Services, clarified in respect of the Conservation Area that it would be a condition that a contract be in place for the replacement of buildings in the Conservation Area before any demolition of such buildings took place.

The Committee asked about the amendment to the aspirations for the Seven Sisters Corridor under Policy SP1 of the Core Strategy, and who had instigated this, in response to which it was reported that this was instigated by a borough-wide residents' association. The Committee asked how the development could be seen to be enhancing the Conservation Area, in line with the Development Brief, when demolition was proposed, and also how it could protect the diversity of the area when no affordable housing was proposed. The Committee further asked whether the Wards Store building, as a significant landmark building, could have been incorporated into the design. In response to the issue regarding affordable housing, it was reported that this had been carefully looked at and found not to be viable on account of the physical constraints of the site, but that there were wider regeneration benefits from the scheme despite the lack of affordable housing. It was noted that there had been attempts to nationally list buildings on the site, but that these had been unsuccessful, and that the



**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

design proposed was felt to be acceptable and to enhance the Conservation Area as a landmark building of a higher quality of architecture than the existing structures.

In response to a question regarding the provision of 44 parking spaces, it was reported that these were to replace the existing parking provision for the commercial units, and also for the proposed housing units on Suffield Road. The majority of the scheme would be car-free, and residents other than those on Suffield Road would not be able to apply for parking permits. It was also reported that the proposed education contribution under the s106 had been negotiated to relate to the impact of the development on local education infrastructure, and had remained the same from the outset.

The Committee asked about the EqIA and the criticism that it had been a paper-based exercise, and whether the methodology could be explained. Nicola Hodges of URS Scott Wilson, who had undertaken the EqIA, responded and explained that it had been a desk study, drawing on a very high amount of evidence from previous consultations and from elsewhere. The Committee asked for legal guidance on whether the EqIA satisfied the requirements of the judgement in the Judicial Review in 2010, and Mr Ledden advised the Committee of their duties under section 149 of the Equalities Act 2010, which was to consider to the need to promote equality of opportunity between persons of different racial groups and the need to promote good relations between persons of different racial groups, and reminded Members that the judgement made in 2010 emphasised that the duty was not to achieve a result, but rather to have due regard to the need to achieve the goals of eliminating racial discrimination and promoting equality of opportunity. Mr Ledden advised that the EqIA identified issues, made recommendations to mitigate impacts and had been endorsed by the GLA, with each recommendation being incorporated in the s106 agreement. Officers advised that this should satisfy the Committee's duty under the Act, and it was for Members to determine for themselves whether they felt this was the case.

Marc Dorfman, Assistant Director, Planning, Regeneration and Economy, asked Ms Hodges whether in her opinion undertaking interviews as part of the EqIA was necessary, and would have led to a different conclusion or further recommendations for mitigation. In response, it was reported that the results from all consultations undertaken up until April 2011 were reviewed, and that whilst it was always possible to consult further, it was not felt that the outcome would have been substantially different. Ms Hodges reported that she was pleased that all the recommendations had been incorporated into the s106 agreement, and that the engagement strategy should ensure that progress continued to be made with regards to engaging with local residents moving forward.

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

The Chair invited objectors to address the Committee.

Victoria Alvarez, a local trader, addressed the Committee to state that the mitigation proposed in the s106 agreement was insufficient, and that the £144k 'Trader's Financial Assistance Sum' worked out at only £2,322.58 per trader. Because there had been no engagement process locally, there were less likely to be social benefits from the scheme. The local community and traders should have been an integral part of the whole process but instead had been antagonised. It was the Council's opportunity now to demonstrate that it was taking its duties seriously, and that development should unite rather than divide the local community.

Raul Mancera, President of the Pueblito Paisa traders' association, stated that many traders were scared that they were going to lose their businesses and would end up unemployed or even homeless. Mr Mancera noted that relocation costs, publicity, storage and other necessities would cost much more than the amount of mitigation allocated and that it would personally cost him around £6-7k to relocate. Many traders' businesses would not survive the two years before a new scheme was ready, and those that did may not then be able to afford the new market rents. Mr Mancera said that the proposal offered no guarantees, only the likelihood that people would lose their businesses. The process was causing many people stress and ill-health, as well as financial costs. Mr Mancera asked the Committee not to make a decision based on emotion or pity, but purely on the facts. The market serves many cultures and people travel specifically to it to get services they can't get elsewhere, as well as sustaining around 500 families in supplying the market. Mr Mancera stated that the traders did not want pity, but justice.

The Committee asked questions of the objectors, and in response to a question regarding the extent to which mitigation such as three months rent free would assist traders, objectors reported that this was insufficient to meet the true costs of relocation and would lead to many businesses not surviving. Mr Dorfman clarified that the package proposed was that the existing market would not close until a new temporary location had been offered, and that there was an additional £280k relocation package in addition to the £144k traders' financial assistance sum. The aim of all these measures was to provide some certainty to market traders and to enable them to continue to trade. In response, Mr Mancera stated that while the package appeared attractive, in reality traders would be starting their businesses from scratch, in a new location where not all their existing clients would follow and that in the current economic climate this meant that businesses were more likely to fail. The Committee asked whether traders would be relocated together, in response to which Mr Dorfman advised that the s106 provided for those who wanted to stay together to relocate together and also to have first refusal to come

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

back to the new market together. Mr Dorfman added that in addition to financial support, the package also offered traders business advice.

In response to a question from the Committee regarding how long it had taken them to build up their businesses on the market, Ms Alvarez said that it had taken her about 8 years to build up a customer base, and Mr Mancera said he had been at the market for 5 years.

David Divers, Tottenham Conservation Area Advisory Committee (CAAC), advised the Committee that the CAAC's primary objections were the demolition of the historic buildings which make a positive contribution to the conservation area and the replacement of these with an uninspiring building. The fact that the buildings had not been nationally listed was irrelevant as this was a local matter, and their local listing demonstrated the interest in them. Mr Divers reported that the Council's own policies suggest that the existing buildings should be retained and that the conservation area should be preserved and enhanced. The CAAC did not feel that it had been demonstrated that the regeneration benefits of the scheme would outweigh the demolition of buildings which make a positive contribution to the conservation area and reflected the area's history as a local hub. The CAAC recommended that a refurbishment approach be taken.

Glen Lake, a local resident, addressed the Committee and said that two aspects of the scheme were of particular concern, physical and the humanitarian. It was reported that since 2008 there had been a pattern of concern regarding both these aspects – people did not accept the proposals for the physical buildings and the consequences these would have on local people. The existing building had been turned into something vibrant by the community and the consequences of development on jobs and the community had to be considered. The building had been allowed to run down so that it could be taken on by developers, and the Committee were asked to stop this today.

Moaz Nanjuwany, Chair of the Tottenham Traders, and Mital Patel reminded the Committee Members that they must make their decision as individuals, weighing up the rights and wrongs of the scheme. Ms Patel reported that the officer report and EqIA did not mention the large Wards Corner Coalition (WCC) meetings held, and telephone calls had been made only in English and that the actual questions asked had not been released. The EqIA did not reflect the specific people affected by the scheme and therefore the Committee could not discharge its section 149 duty on this basis. It was reported that a scheme with no social housing made no sense, as it placed the social housing burden on the Council in a time of cuts. Mr Nanjuwany advised that residents had been told that they would get to see the proposal in

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

good time before the meeting, but had only been able to see it today. Granger's business model was to make money, and this was not a model the community wanted to see in Tottenham. The community wanted a project that reflected its diverse culture and this did not fit with the proposal. The Committee was urged to consider the community plan. In response to a question from the Committee, Ms Patel confirmed that the legal advice emailed to Members in advance of the meeting regarding the errors of approach in the EqlA had been provided by John Halford, Bindmans Solicitors.

Ruth Allen, a local resident, advised the Committee that the local community felt that the application was an infringement of their human rights, and that as a democratically elected body, the Council should represent people and promote their well-being and rights. It was felt that the current scheme was being imposed on the community from outside, rather than engaging with local people to regenerate the area and make it as good as it could be. A building in a conservation area should not be demolished when there was the option of renewal and refurbishment. It was felt that the EqlA supplied did not meet its obligations and was fundamentally flawed in that it was not possible to assess the impact on people when you didn't know who those people were and had not spoken to them, nor how they would be affected and therefore how effective mitigation would be.

Jean-Jacques Best, a local resident, stated that this was an issue of people and happiness and that the decision would affect the lives of the local community. Diversity was the great strength of the local area, as reflected in its small businesses, and any development should add to this. Mr Best questioned how this scheme had come about. Many of the small businesses were family-run and had been operating for many years, offering a personal service and contributing to community well-being. The application and s106 did not offer businesses the support they needed, and that there could be no mitigation for the loss of people's livelihoods.

The Committee asked about the specific rights that the objectors felt were infringed by the application, in response to which Ms Allen advised that she felt that Human Rights and Equalities Rights were being affected, and that the application amounted to degrading treatment. It was also noted that the mitigation measures were only for market traders and not the other businesses, many of which were long-standing. The Committee asked about any possible alternative solutions for the development of the site, in response to which it was reported that the Princes Regeneration Trust were interested in the site, but would need partnership from the Council to take this forward, there was also a live planning application from the community for the refurbishment of the market and of the Wards Store building. The Committee asked the objectors about the legal advice

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

received in respect of the EqIA, and Ms Allen reported that the advice indicated that the EqIA did not enable the Committee to discharge its duties, as it did not identify the people affected by the development and that the role of the market within the community needed to be better understood. The objectors asked for the decision to be deferred until full consultation had been undertaken. It was felt that the lack of social housing was a serious issue and would have equalities implications which had not been addressed, and it was also not known how many of the businesses to be affected were BME-owned.

The Committee asked what implications reaching a decision on the application before them would have on any alternative application, in response to which Mr Dorfman reported that this was not a matter to be considered in relation to the determining of this particular application as each application had to be considered on its own merits, and added that multiple planning permissions could be granted on the same site. Ms Allen argued that the existence of an alternative to demolition should be a material consideration under PPS5 and that the Council needed to make a proactive approach to the Princes Regeneration Trust.

Marta Hinestroza addressed the Committee with the assistance of an interpreter, and stated that she wanted justice and respect for Human Rights. She felt that the Grainger scheme was designed to make a profit and turned a blind eye to the social impact. The small businesses wanted to be allowed to continue to trade as at present – the application would benefit those who already had a lot at the expense of the community who were happy with the little they had. The Community were prepared to fight, however, for their human rights.

Isaac Bigio, Coordinator of the Iberian American Alliance, addressed the Committee to advise that the date of the meeting, 20<sup>th</sup> July, was the celebration of Colombian Independence. Mr Bigio highlighted the size of the Iberian American population in London, and the need for this community to be recognised, particularly in Tottenham, with such a vibrant Latin American and Caribbean Community.

Belinda Batten, a local resident, addressed the Committee in support of the application, which it was felt would improve the retail space in the area, which was an area with great potential, and would also bring benefits to business and employment.

Cllr John Bevan addressed the Committee as Cabinet Member for Housing and a member of the design panel. Cllr Bevan advised that the design panel had recommended a bolder approach between the station and flats, and improvements to the corner building, which was subsequently remodelled in response to the comments made. The design panel had identified the courtyard and public art elements as potentially positive elements

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

of the scheme, but had commented that the elevations and bulk made the scheme appear bland and over-scaled and they had been remodelled to address these concerns. A further comment that the housing elements needed to be displayed more obviously and their relationship to the street should be enhanced had also been responded to. Cllr Bevan reported that there was no obligation for the developers to comply with recommendations of the design panel, but in this instance every point made had been responded to, which was very welcome.

In response to a question from the Committee regarding the lack of affordable housing, Cllr Bevan reported that while the Council would want social housing and were generally wary of schemes where none was proposed, it had been independently confirmed by two external bodies that in this case the social housing would not be viable. Cllr Bevan also advised that social housing was planned for the area, and that the number of social housing units in the area in future would exceed the number of housing units proposed in this application.

Cllr Diakides, local ward councillor, addressed the Committee to state that the Committee could and should reject the application on planning grounds relating to housing, as not only was no social housing proposed but the application would also reduce the amount of existing affordable housing. Cllr Diakides also reported that the application contravened policies on the environment, that the design and materials were not in keeping with the area and would remove locally listed buildings. The Committee needed to decide whether they were convinced individually regarding this scheme which was unpopular and damaging to local businesses.

At 9.45pm, the Chair asked the Committee to agree to suspend standing orders to continue the business after 10.00pm. The Committee:

**AGREED**

To suspend standing orders to continue the business of the meeting after 10pm.

Cllr David Schmitz addressed the Committee to state that under PPS5 it was wrong to dispose of a locally listed building without a compelling reason. Cllr Schmitz reported that the regeneration was doubtful with the development and the return of the indoor market unlikely. The Latin American community had still not been taken into consideration. It was felt that the Wards Store building was worth saving and that no proof had been provided that it was not possible to retain the building. As written, the future of the market would not be assured as it entailed an agreement to agree, which would not be legally enforceable. Cllr Schmitz advised that were the market unable to return to the site, the

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

basis of the EqIA would fall. The EqIA itself included no data on the Latin American community, and didn't seek assistance from the Haringey Racial Equality Council. Cllr Schmitz asked the Committee to show that they cared about these issues.

Cllr Richard Watson and Cllr Bernice Vanier, local ward councillors, addressed the Committee. Cllr Watson noted that most residents opposed the scheme as not being the right way forward, and expressed concern regarding the equalities issues, lack of social housing and demolition of heritage assets. While it was good that the EqIA recommendations had been included in the s106, it would have been stronger if members of the community had been spoken to directly and that not doing so was a missed opportunity. It was also felt that the impact of the development on businesses that were not part of the market had been underestimated and should be a concern. Local residents believed that demolition was not the right way forward and wanted to refurbish and preserve the existing buildings, which was a fundamental difference in approach. Consultation had not been as good as it could have been, and Cllr Watson welcomed the EqIA recommendation for an ongoing engagement strategy. It was essential to move forward, but there should be no section of the community who were not being listened to. Cllr Vanier recalled a time when Wards Corner had been a vibrant area and centre of the community, and emphasised that it was necessary to address its current condition. She looked forward to a time when the area was revitalised and that there was no doubt regarding the importance of development of the site. The Committee was urged to consider what was best for the area in reaching their decision.

The Committee took a 10-minute break from 9.55 to 10.05pm.

The applicants addressed the Committee. Andrew Beharrell noted that the officer presentation at the start of the meeting had covered many of the details of the application, and that he was happy to respond to any questions raised by Members. Shops, homes and public space were identified as the three key aspects of the scheme, and that one of the aims was to transform the street-level experience of the millions of people who passed through the area, sweeping away current obstructions on the High Road and enhancing the tube entrances. The buildings would be set back to create more public space and new retail space would attract a mix of independent and national stores, in addition to the indoor market which would have a prominent entrance onto Wards Corner. The main entrance to the flats would have a 24 hour concierge service; all flats would be fully accessible and arranged in 10 separate blocks to make a safer and more sociable environment. There would also be family maisonettes onto Suffield Road, and a variety of areas for the recreation of residents. Each of the four street elevations would have very different characters, and upper levels of the building would be set

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

back. The development would be of its own time and would reflect modern lifestyles, while taking cues from the conservation area. Ultimately, it would be a setting for civic life for the existing community and newcomers, and it would be the activities taking place there, rather than the buildings, which would come to define the area.

Christopher Frost, ASP Planning, addressed the Committee on the outcome of the 2010 judicial review decision that the Planning Committee should have expressly considered the impacts of the development in line with the duty of the Equalities Act. Every development had both positive and negative impacts, and it was for the Committee to weigh these up and decide what was acceptable on balance. The application before the Committee was broadly the same as in 2008, but had been improved in respect of sustainability and the finance appraisal had been resubmitted to reflect current market conditions. The applicants had agreed to the inclusion of all the recommendations of the EqIA in the s106 agreement. There was no question of Grainger not wanting the market to flourish, and were working hard to ensure the success of the market. There was ongoing monitoring taking place to ensure that nobody missed out and that it was in Grainger's own interests to make the market successful.

David Walters, Grainger, stated that there was real potential for the regeneration of Seven Sisters and that this application would create a thriving, safe and secure area. As part of the process, the applicants had engaged, reflected and responded to the views of the community whilst ensuring the deliverability of the scheme. The scheme would provide quality housing at a time when there was a shortage, in an area which would benefit from this. As a busy tube station, the site would be attractive to retailers and would increase footfall, benefiting existing businesses. Although there would be challenges to come, Mr Walters confirmed that Grainger was committed to delivering the regeneration of Seven Sisters.

The Committee asked whether there was any possibility of incorporating the Wards Store windows into the new design, and also asked about the proposed contrast between the two sides of Suffield Road and whether there was any way of regenerating the frontages of the old buildings so that there was less of a marked contrast with the new. The applicants responded that they had considered a wide range of options for the site, including the retention of the existing Wards Store building, and that while it was technically possible to do so, such a design had been carefully assessed on the basis of regeneration benefits and practicality, and a conclusion had been reached that replacement would be better. The decision to demolish the historic building had not been taken lightly, and consultation responses from a number of bodies had led to the current proposal. Mr Walters also advised that the contrast between the old and new which would



**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

arise on Suffield Road was one of the natural impacts of regeneration.

The Committee asked whether there would be any preferential arrangement for existing independent shops over new tenants, in response to which Mr Walters advised that individual units could not be allocated to tenants at this stage, but that within the development there would be 9 units for independent traders and 8 for national stores, which was felt to be an appropriate balance.

The Committee noted that the scheme would deliver £1m in s106 contributions but had cost £2m of public investment, and asked whether there might not be a better way of investing public money directly in the local area without the use of private development. Mr Walters responded that they had worked with the WCC in 2008 but had found that the scheme proposed was not viable; it had taken 4 years to develop a viable scheme. Mr Dorfman clarified that the Committee was asking for justification of why, when the local authority and Government had invested £2m in the scheme, there was still no social housing included and no higher levels of compensation for existing businesses. Mr Walters explained that the structural constraints caused by the tube lines, the right to light at the northern end of the site and the fragmented ownership of the site all contributed to the issues of delivery and viability of the scheme. Charles Solomon, District Valuer Service, addressed the Committee and stated that the site was considered a high risk in financial terms because of the constraints outlined by Mr Walters, and that this impacted on deliverability. Because of these uncertainties and risk levels it was important for Grainger to be able to manage their risk, and that the overall profit assumed was no higher than it would be for any other developer. Having considered the application, Mr Solomon concluded the overall the scheme was both viable and deliverable.

The Committee asked the applicants what assurances they could provide with respect to the EqIA, in response to which Mr Frost advised that the Committee had a duty to comply with the relevant legislation and the fact that this issue had been considered in such detail demonstrated that the Committee was undertaking this and protecting itself from legal challenge. It was reported that this was an ongoing process and would not end at the close of this meeting, but the overall aim was to achieve a scheme which did not disadvantage any particular group.

The Committee went to examine the drawings and then asked further questions of officers. In response to a question regarding the proposed commercial hours of 7am to 1am, Mr Smith advised that this was felt to be consistent with a busy town centre location. The Committee asked about the level of detail of the scheme and the issue that had been raised about the Committee not having sufficient time to give the application due consideration, in response to which Mr Dorfman advised that the scheme was

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

largely unchanged from that submitted in 2008, apart from the environmental elements and s106 agreement which had been amended in light of the new EqlA and viability appraisal, and that there had been sufficient time for the determination of the application. The Committee asked about the mitigation of the impact of the development on Suffield Road, and it was agreed that, were the application to be granted, officers would be given delegated authority to negotiate the reallocation of the s106 Town Centre Fund contribution between that and Suffield Road with the applicants.

Mr Dorfman addressed the Committee on the 6 key areas which were: design, whether the regeneration benefits warranted the demolition of local heritage assets, retention of local businesses, whether the complexity of the scheme required a deferral, diversity, and human rights and equalities, including social housing. With regards to design, the officer view was that the key form of the site was castellated, particularly on the High Road, Seven Sisters Road and West Green Road, rising at the corners but relatively low-rise elsewhere, and that the development would echo this form, but on a larger scale. The details of the facades would reference the conservation area. The applicants had been asked to look at the retention of the Wards Store building, but from an officer point of view this had failed in design terms, and a completely new scheme had been recommended. The model and drawings demonstrated what was felt to be a well-detailed, striking corner element to replace what was a cherished building. The scheme would create a modern new market, and the housing elements replicated the terraces on West Green Road and Seven Sisters Road.

Mr Dorfman addressed the issue of whether the regeneration benefits warranted the demolition of the heritage features, notably the Wards Store building which was a small but notable part of the site. The scheme would provide for a mix of independent and national retailers, a new market, public realm and homes and would increase access to public transport, as well as creating a striking corner feature. The public art and marketing of the market would create a real opportunity to reflect the diversity of the local community. With regards to the retention of local business, Mr Dorfman advised that the s106 arrangements ensured that the existing market would not close until a temporary site was offered, and that this was intended to ensure business continuity and to offer traders the opportunity to carry out their business. Compensation was also available in the form of money and business advice. On the issue of diversity, it was reported that the scheme offered more homes, more retail space, including independent retailers, and was aimed at increasing footfall which would support independent traders.

Mr Dorfman addressed the issues of community engagement and affordable housing, and stated that it was officers' view that there

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

had been many opportunities for local people to have their say on the scheme, and that the s106 specifically addressed those people who would be affected on the site. The Cabinet Member for Housing had confirmed that social housing was planned for this area, and that the viability appraisal had demonstrated that social housing was not viable as part of this development.

Mr Ledden reminded the Committee that the previous decision that had been quashed on appeal had no bearing on their decision this evening and that Members must come to the application with an open mind. Members had to satisfy themselves that they had had due regard to their duties under the Equalities Act. Mr Ledden also reminded Members of some key points under the Members' Code of Conduct for Planning Committee, in that all planning applications must be determined in accordance with the statutory development plan, that Members are elected to represent the interests of the whole community in planning matters, that all views must be taken into accounts but that local opposition or support for a proposal is not in itself a ground for refusing or granting permission unless founded upon valid planning reasons, and that the planning system does not exist to protect the interests of one person against the activities of another and the basic question is whether the proposal would unacceptably affect amenities and the existing use of land and buildings which ought to be protected in the public interest.

The Chair moved the recommendations of the report and on a vote of 4 in favour and 5 against, the motion was lost.

The Committee discussed the grounds on which the motion had been rejected and after discussion, it was felt that the grounds for refusal should be:

- 1) That the impact of the development on the conservation area was unacceptable, particularly in respect of bulk, massing and design
- 2) The case for regeneration benefits had not been made sufficiently to compensate for the demolition of heritage assets.

The Chair moved these grounds for refusal and on a vote of 6 in favour and 3 against, it was:

**RESOLVED**

That application HGY/2008/0303 be refused on the grounds that

1. the proposed development by virtue of its bulk, massing and design neither preserves nor enhances the historic character and appearance of the Tottenham High Road Corridor/Seven Sisters/Page Green Conservation Area. Consequently the proposal is contrary to the aims and objectives of National

**MINUTES OF THE PLANNING SUB COMMITTEE  
WEDNESDAY, 20 JULY 2011**

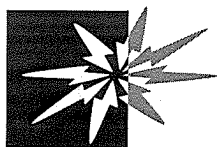
Planning Policy Statement (PPS) 1: Creating Sustainable Communities (2005); PPS 5, Policies UD3 & UD4 and CSV1 of the Haringey UDP; and

2. The proposed development would involve the loss of designated heritage assets as defined in Annex 2 of PPS 5 and would constitute "substantial harm". The applicant has failed to demonstrate that the substantial harm is necessary in order to deliver substantial public benefits that outweigh that harm.

The meeting closed at 23:30hrs

COUNCILLOR REG RICE

In the Chair



Haringey Council

Agenda item:

[ ]

|                               |  |
|-------------------------------|--|
| <b>Planning Sub-Committee</b> | <b>On 12<sup>th</sup> September 2011</b> |
|-------------------------------|--|

|   |                                    |
|---|------------------------------------|
| Report Title: Planning applications reports for determination   |                                    |
| Report of: Lyn Garner Director of Place and Sustainability  |                                    |
| Wards(s) affected: All  | Report for: Planning Sub-Committee |
| <b>1. Purpose</b><br>Planning applications submitted to the above Sub-Committee for determination by Members.   |                                    |
| <b>2. Summary</b><br>All applications present on the following agenda consists of sections comprising a consultation summary, an officers report entitled planning considerations and a recommendation to Members regarding the grant or refusal of planning permission.  |                                    |
| <b>3. Recommendations</b><br>See following reports.   |                                    |
| Report Authorised by: .....<br><div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">pp</div> <div> <b>Marc Dorfman</b><br/>             Assistant Director Planning, Regeneration &amp; Economy           </div> </div>   |                                    |
| Contact Officer: Ahmet Altinsoy<br>Development Management Support Team Leader <span style="float: right;">Tel: 020 8489 5114</span>   |                                    |
| <b>4. Local Government (Access to Information) Act 1985</b><br>Planning staff and application case files are located at 6 <sup>th</sup> Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: <a href="http://www.haringey.gov.uk">www.haringey.gov.uk</a> . From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.<br><br>The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday. |                                    |

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Planning Sub-Committee 12 September 2011

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

|  |                        |
|--|------------------------|
| <b>Reference No:</b> HGY/2011/0612   | <b>Ward:</b> Noel Park |
| <b>Date received:</b> 01/04/2011   |                        |
| <p><b>Address:</b> Coronation Sidings, North of Turnpike Lane, Hornsey, and Hornsey Depot, South of Turnpike Lane N8</p> <p><b>Proposal:</b> Construction of rolling stock maintenance depot and associated works including main depot building, office and storage space; track and sidings; underframe cleaning facility and plant room; two train washers and plant rooms; waste compactors; partial rebuilding of Hornsey Station footbridge; two shunters cabins; bridge widenings over the New River and Turnpike Lane; associated works including engineering, signalling, electrification and other operational works and equipment for the railway; hard surfacing and new internal site access road; landscaping; fences; car, motorcycle and bicycle parking; construction of retaining walls; temporary construction haul bridge and use of land as a temporary construction compound.</p> <p><b>Existing Use:</b> Operational Railway Land</p> <p><b>Proposed Use:</b> Operational Railway Land</p> <p><b>Applicant/Owner:</b> Network Rail</p> |                        |

| <b>DOCUMENTS</b>   |                                       |
|--|---------------------------------------|
| <b>Title</b>   | <b>Document Reference</b>             |
| Planning Statement   | REP-PL-HOR-001A                       |
| Design and Access Statement  | REP-PL-HOR-002A                       |
| Environmental Statement Appendix 5.1 – Transport Assessment                          | REP-PL-HOR-003A                       |
| Travel Plan  | REP-PL-HOR-004A                       |
| Environmental Statement Vol 1:Main Report  | REP-PL-HOR-005A                       |
| Environmental Statement Vol 3: Technical Appendices Part 2 – Flood Risk Assessment   | REP-PL-HOR-006A                       |
| External Lighting Strategy   | REP-PL-HOR-007A                       |
| Energy Statement   | REP-PL-HOR-008A                       |
| Environmental State. Vol 4: Non Tech Sum   | REP-PL-HOR-009A                       |
| Environmental Statement Vol 2: Technical Appendices                                  | REP-PL-HOR-010A                       |
| Sustainability Statement   | REP-PL-HOR-011A                       |
| Assessment of Visual Effects on Views from One Additional Viewpoint (Reissue Aug 11) | REP-PL-HOR-012A                       |
| Additional Lighting Details (Reissue Aug 11)   | REP-PL-HOR-013A                       |
| Environmental Statement Volume 3: Appendices Part 2- Appendix 13.1 FRA               | REP/143/10_A1; REP/143/1/0_A3May 2011 |

| <b>PLANS</b>       |             |  |
|--------------------|-------------|--|
| <b>Plan Number</b> | <b>Rev.</b> | <b>Plan Title</b>  |
| HOR-GX-200         | 04          | Hornsey Location Plan                                      |
| HOR-GX-201         | 07          | Hornsey Site Plan  |
| HOR-GX-202         | 05          | Hornsey Revised Scheme Principal Changes                   |
| HOR-CB-001         | 05          | Hornsey Depot Retaining Walls General Arrangements         |
| HOR-CB-101         | 05          | Hornsey Station Footbridge Existing Layout                 |
| HOR-CB-102         | 05          | Hornsey Station Footbridge Proposed Layout                 |
| HOR-CB-201         | 04          | New River Under Bridge Proposed Widening                   |
| HOR-CB-301         | 05          | Turnpike Lane Under Bridge Proposed Widening               |
| HOR-PL-004         | 03          | Hornsey Main Depot Building Ground Level Plan              |
| HOR-PL-005         | 03          | Hornsey Main Depot Building First Level Plan               |
| HOR-PL-012         | 00          | Hornsey UFC Facility: Plan, Elevations & Sections          |
| HOR-PL-013         | 00          | Hornsey Train Wash Facility: Plan, Elevations & Sections   |
| HOR-SE-007         | 03          | Hornsey Sections BB, CC                                    |
| HOR-SE-008         | 03          | Hornsey Roof Plan, Section AA, Elevation E                 |
| HOR-SE-009         | 03          | Hornsey Elevations N, S, E                                 |
| HOR-CH-210         | 05          | Hornsey Fire Tender: Track Runs Around Main Depot          |
| HOR-CH-211         | 05          | Hornsey Max Legal Articulated Vehicle: Track Runs          |
| HOR-CH-212         | 05          | Hornsey Skip & Large Refuse Vehicle: Track Runs Main Depot |
| HOR-CH-216         | 01          | Max Articulated Lorry Track Runs for Existing Road         |
| HOR-CX-001         | 05          | Hornsey Demolition/Diversion Requirements                  |
| HOR-CX-200         | 05          | Hornsey Proposed Fencing                                   |
| HOR-LA-001         | 02          | Hornsey Landscape Plan 1/3                                 |
| HOR-LA-002         | 02          | Hornsey Landscape Plan 2/3                                 |
| HOR-LA-003         | 01          | Hornsey Landscape Plan 3/3                                 |
| HOR-CU-210         | 04          | Hornsey Depot External Lighting Strategy                   |
| HOR-CR-210         | 03          | Standard Details Sheet 1 of 2                              |
| HOR-CR-211         | 01          | Standard Details Sheet 2 of 2                              |
| HOR-CE-001         | 06          | Hornsey Detailed Cross Sections: Sections A-A, B-A, C-C    |
| HOR-CE-002         | 06          | Hornsey Detailed Cross Sections: Sections D-D, E-E and F-F |
| HOR-CE-003         | 05          | Hornsey Detailed Cross Sections: Sections G-G, H-H and I-I |
| HOR-CE-004         | 06          | Hornsey Detailed Cross Section Location Plan               |
| HOR-GX-003         | 04          | Photo Survey – Structures                                  |
| HOR-GX-004         | 04          | Photo Survey – Utilities/Drainage                          |
| HOR-GX-005         | 04          | Photo Survey – Rail  |
| HOR-GX-006         | 04          | Photo Survey – Geo-Technics                                |
| HOR-GX-007         | 04          | Photo Survey - Transport                                   |
| CB-HOR-SK-001      | 01          | Temporary Vehicle Access Bridge to Contractor Compound     |
| HOR-E-001 – 008    | 01          | External Lighting/Layout Drawings                          |
| HOR-E-101 - 108    | 01          | Lux Level Plans  |



**Case Officer Contact:**

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**PLANNING DESIGNATIONS:**

Areas of Change – Haringey Heartlands Framework

Site Specific Proposal

Ecological Corridor

Blue Ribbon Network

Thameslink 2000

Area of Archaeological Importance

Defined Employment Area (Land adjacent to the east and north east)

Strategic Employment Location (Land adjacent to the east and north east)

Cultural Quarter (Land adjacent to the north east)

Metropolitan Open Land (Land adjacent to the west and north west)

Ecologically Valuable Site – Borough Grade I (Land adjacent to the west and north west)

Historic Park (Land adjacent to the west and north west)

Green Chain – Proposed (Land to the north-east, west and south-east)

Conservation Area (Land adjacent to the north-east, west and south-west)

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

**SUMMARY OF REPORT:**

The reports summary and conclusions are set out at Section 7.0 of this report.

That the Planning Committee be minded to grant planning permission for application HGY/2011/0612 subject to conditions and the signing of a combined legal agreement pursuant to Section 106 of the Town and Country planning Act 1990 and Sections 72 and 278 of the Highways Act 1980 and all other appropriate legal powers (together with an appropriate form of guarantee for both the S278 highways works and S106 contributions, as set out in section 10 of this report) and in the event that the said legal agreement is not signed and completed by 12<sup>th</sup> December 2011 the application shall be deemed refused and the Assistant Director of Planning & Regeneration shall issue the appropriate notice of refusal of planning permission.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

On balance it is considered that the scheme is largely consistent with planning policy and the harm caused by proposed development is considered to be outweighed by the public benefits delivered by the scheme. Therefore, subject to appropriate conditions and s106 contributions the application is considered acceptable and on this basis, it is recommended that the application be granted planning permission.

## TABLE OF CONTENTS

|      |   |
|------|---|
| 1.0  | SITE AND SURROUNDINGS                                 |
| 2.0  | PLANNING HISTORY                                      |
| 3.0  | PROPOSAL DESCRIPTION                                  |
| 4.0  | RELEVANT PLANNING POLICY                              |
| 5.0  | CONSULTATION  |
| 6.0  | ANALYSIS/ASSESSMENT OF THE APPLICATION                |
| 6.1  | Principle of Development and Site Selection           |
| 6.2  | Design, Mass, Bulk and Scale                          |
| 6.3  | Environmental Impact Assessment                       |
| 6.4  | Transport, Traffic and Parking                        |
| 6.5  | Air Quality   |
| 6.6  | Cultural Heritage                                     |
| 6.7  | Contaminated Land                                     |
| 6.8  | Ecology   |
| 6.9  | Landscape and Visual Effects                          |
| 6.10 | Noise   |
| 6.11 | Socio-Economic Assessment                             |
| 6.12 | Water Resources                                       |
| 6.13 | Sunlight, Daylight and Shadow                         |
| 6.14 | Lighting  |
| 6.15 | Waste Management                                      |
| 6.16 | Construction  |
| 6.17 | Energy and Sustainability                             |
| 6.18 | Equalities Impact Assessment                          |
| 6.19 | Planning Obligations - Section 106 and Heads of Terms |
| 7.0  | SUMMARY AND CONCLUSION                                |
| 8.0  | HUMAN RIGHTS  |
| 9.0  | RECOMMENDATION 1                                      |
| 10.0 | RECOMMENDATION 2 INCLUDING CONDITIONS                 |
| 11.0 | REASONS FOR APPROVAL                                  |
| 12.0 | APPENDICES  |
| 12.1 | Appendix 1: Consultation Responses                    |
| 12.2 | Appendix 2: Planning Policies                         |
| 12.3 | Appendix 3: Development Management Forum Minutes      |
| 12.4 | Appendix 4: Design Panel Minutes                      |
| 12.5 | Appendix 5: Heads of Terms for s106 Legal Agreement   |

## 1.0 SITE AND SURROUNDINGS

- 1.1 The application site is located on Network Rail's operational land between Alexandra Palace and Haringey railway stations. The site covers an area of approximately 11 hectares. The southern most boundary of the site is approximately 1.9km south of Hornsey Station and extends to the area of railway land adjacent to Pemberton Road and Cranford Way. The northern most boundary of the site is just south of Alexandra Palace Station, extending northward to the area of railway land adjacent to the new Heartlands High School and Station Road. The site can be divided into two separate, but connected, locations; the existing First Capital Connect (FCC) Depot area to the south of Turnpike Lane and Coronation Sidings to the north.
- 1.2 The site is level with the surrounding ground at its southern end, rising on an embankment to between 7m and 9m above the surrounding ground level at the northern end. Moving from south to north the site is crossed by a pedestrian footbridge providing access to Hornsey Station and platforms, a bridge over the New River culvert, a bridge over Turnpike Lane and a bridge adjacent to Coburg Road. A pedestrian subway, known as the Penstock footpath, under the embankment provides access from east to west and vice versa.
- 1.3 The site is located to the east of the Great Eastern main railway line from King's Cross Station. The site contains a number of existing operational and disused sidings and a number of rail related buildings and structures, including a train wash, wheel lathe, plant rooms and tanks, overhead lines, and disused lighting columns.
- 1.4 The site of the proposed maintenance depot is to an area of railway sidings known as Coronation Sidings which are located to the north of Turnpike Lane adjacent to the existing Gas Holder site, Coburg Road, Western Road and the new Mary Neuner Road all to the east and adjacent to the Water Treatment Works and Chadwell Lane to the west. Currently, access to the site is from Hampden Road, which connects to Wightman Road and provides access to the existing First Capital Connect (FCC) Depot.
- 1.5 The site is located within the Haringey Heartlands Regeneration Area boundary, and is adjacent to the site of the proposed Clarendon Square residential and mixed use development. The new residential development of New River Village lies to the west, and there are large tracts of Victorian terraced housing to the south of the site.

## 2.0 PLANNING HISTORY

- 2.1 The site has extensive history as an operational railway use. The first twenty mile section of the Great Northern Railway running from King's Cross through the site area was constructed between 1846 and 1849, including the construction of Hornsey station, which opened in 1850. By 1864 the site area had come to resemble its present day appearance following the construction of the railway line and straightening of the New River.

- 2.2 Recent Planning History: The most recent and relevant planning history is detailed in sections 2.3 to 2.6 below.
- 2.3. August 2009 – A submission for the Thameslink train maintenance facility at Coronation Sidings was made to LB Haringey by Arup on behalf of Network Rail on 21st August 2009. The submission was made under Part 11 Class A and Part 17 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (the ‘GPDO’). (Application Reference Number: HGY/2009/1450 – the “previous application”).
- 2.4 August 2009 - An Article 4 Direction was made by the LB Haringey to the Secretary of State (SoS) in August 2009 seeking to remove Network Rail’s Permitted Development Rights under Parts 11 and 17 of the GPDO for various specified works including those of the railway depot in question.
- 2.5. November 2009 - The Article 4 Direction was confirmed by the Secretary of State on 25th November 2009. Network Rail submitted a challenge to the Article 4 Direction and the Government Office for the West Midlands after considering both parties’ correspondence upheld the Article 4 Direction (with modifications to the redline site boundary).
- 2.6 April 2011 – Submission of Full Planning application of revised depot scheme. Full details of the key differences between the previous application and this current application are provided in section 3.0 below.

### **3.0 PROPOSAL DESCRIPTION**

- 3.1 The development proposed in this planning application forms part of the Network Rail Thameslink Programme, sponsored by the Department for Transport (Dft), which aims to develop and improve the London and regional commuter network. It includes a £6 billion programme of works for railway infrastructure improvements including train maintenance depots and a new fleet of Thameslink trains to be introduced from 2015.
- 3.2 The purpose of the Thameslink program is to improve capacity on the network and remove constraints. Currently there is a maximum train length of 160m and a number of junction bottlenecks across the railway network. The programme will introduce longer trains up to 12-car units and increase train frequency, providing up to 24 trains per hour through the Core Area (St Pancras International to Blackfriars).
- 3.3 The proposed development consists of a number of separate elements and structures and includes the following:
- 3.4 Maintenance Depot and Offices/Warehousing
- 3.4.1 The proposed maintenance depot building would 278m long and 21.6m wide housing three tracks (roads). It would have an internal height of 9m and an external height of up to 11.3m. The proposed internal floor area would be 6,524 sqm.

- 3.4.2 The building would be closed at the northern end with trains entering via the access tracks to the south. The three roads would service rolling stock as follows: one road would be used for planned heavy maintenance, requiring synchronised lifting equipment and overhead cranes to enable the removal and refitting of major components; the other two roads would be used for planned routine maintenance, including examination of underframes, gears, renewing brake pads and discs, checking oil levels, door systems and passenger emergency alarms.
- 3.4.3 Ancillary warehousing and offices would be located along part of the eastern side of the main depot building (182m long x 12m wide) and have an internal floor area of 3,404sqm over two storeys. The offices and staff facilities would consist of a reception area, control room, mess room, meeting room, bathroom and shower facilities and personal equipment storage.
- 3.4.4 Staff and visitor access would be via a dedicated entrance hall and reception to the eastern elevation. Deliveries would be at the southern end of the building.

### 3.5 Train Washers

- 3.5.1 Two train wash buildings are proposed. One would be located within the existing FCC depot sidings and one located adjacent to the north-western elevation of the proposed maintenance depot building on Coronation Sidings. The southern train wash would be used by trains approaching from the south and would be shared with the existing FCC depot, replacing the existing train washer. The northern train wash would be used by Thameslink trains and current FCC fleet arriving from the north.
- 3.5.2 Both of the proposed train wash buildings would be 7m high, 50m long and 6.5m wide. In addition, washer plant room would be 4m high, 12m long and 4m wide. Train washing water would be recycled requiring above ground water tanks (4m high, 3m x 2m) which would be located adjacent to the washer plant rooms.

### 3.6 UFC Facility

- 3.6.1 An underframe cleaning (UFC) facility would be located on the southern part of the site to the western elevation of the existing FCC depot. The building would be 6m high, 260m long and 7m wide. The UFC facility is used to remove debris from the underside of the trains and allows for the fast removal of any surface material including graffiti.

### 3.7 Ancillary Plant, Equipment and Facilities

- 3.7.1 Controlled Emissions Toilet (CET) transfer facilities would be provided within the stabling sidings and would comprise pumps located between the stabling roads with pipe work leading to a discharge point located within a plant room. The CET plant room to be located adjacent to the existing wheel lathe would be 4m high, 4m x 14m.

- 3.7.2 Two shunters cabins would be provided; one located to the north of the Hornsey station footbridge and one to the south end of the stabling area. The cabins would be 3m high and 3m x 5.5m, providing accommodation for staff awaiting the arrival of trains into the stabling areas.
- 3.7.3 A utilities building would be located on the vehicle access route off Hampden Road and would be 3m high and 4m x 5m. An electricity switch room 3m high and 10m x 5m would be located to the south of the maintenance depot building, close to the access road.
- 3.7.4 A waste storage/waste compactor area, in a compound 16m x 25m is proposed at the southern end of the site, west of the existing wheel lathe. The facility is required to deal with waste from trains in the stabling sidings areas. Waste compaction would occur on a daily basis and waste collection twice weekly.

### 3.8 Stabling Sidings

- 3.8.1 Train stabling would be provided to the west of the existing FCC depot. Servicing activities undertaken on the stabling sidings would include internal cleaning, refilling of sand hoppers and replenishing screen wash and toilet water tanks. Access for internal cleaning would be provided via platforms extending the entire length of the 12-car stabling roads.

### 3.9 Wheel Lathe

- 3.9.1 There are no additional wheel lathes proposed as part of this development. However the existing recently constructed wheel lathe and track north of the existing FCC depot would be retained for shared use by the new Thameslink Depot and existing FCC Depot. To the north of this facility is the original wheel lathe, which is to be decommissioned and demolished.

### 3.10 Temporary Construction Compound and Access Bridge

- 3.10.1 A temporary construction compound and access bridge is proposed at the northern edge of the site, measuring 100m x 35m. The compound would be accessed via a temporary vehicle bridge spanning approximately 24m x 3.7m. Once these facilities are no longer required the land would be returned to its original use.

### 3.11 Car Parking

- 3.11.1 Car parking is proposed adjacent to the depot access road to the east with some additional visitor and blue badge spaces located nearer to the depot entrance to the north. A total of 43 spaces are proposed.

### 3.12 Bridge and Embankment Works

- 3.12.1 Bridge works are required to widen the railway above Turnpike Lane and the New River culvert on the eastern side of the site in order to accommodate the proposed access road. The railway on both bridges would be widened by approximately 2m.

Minor retaining wall structures are proposed along part of the existing railway embankment to the north of the New River in the vicinity of the main depot building, in order to accommodate the access road.

3.13 Footbridge

3.13.1 The footbridge connecting Tottenham Lane to Hampden road would be rebuilt and the works would include replacement of existing bridge, bridge deck, parapets and piers.

#### 4.0 RELEVANT PLANNING POLICY

4.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- National Planning Policy Guidance
- National Planning Policy Statements
- The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3<sup>rd</sup> May 2011. The final report was published on 22<sup>nd</sup> July 2011. The London Plan (July 2011) is now the adopted regional plan.

- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Haringey Local Development Framework – Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011)

Haringey's draft Core Strategy submitted to the Secretary of State in March for Examination in Public (EiP). This EiP commenced on 28<sup>th</sup> June and concluded on 7<sup>th</sup> July with the binding Inspector's report expected in October/November 2011. As a matter of law, some weight should be attached to the Core Strategy policies which have been submitted for EiP however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

- Haringey Draft Development Management Policies (Published for Consultation May 2010)

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft will be published in summer 2011. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

4.2 A full list of relevant planning policy can be found in Appendix 2.



## 5.0 CONSULTATION

5.1 The Council has undertaken wide consultation including Statutory Consultees and Internal Consultees, Ward Councillors, Residents Groups and Local Residents. A list of Consultees is provided below.

### 5.1.1 Statutory Consultees

- The Greater London Authority (GLA)
- London Development Agency
- The Government Officer for London (GOL)
- Transport for London (TfL)
- Natural England
- Environment Agency
- Thames Water
- British Waterways
- National Grid Property
- London Fire and Emergency Planning Authority
- London Fire Brigade (Water Division)
- The Metropolitan Police – Crime Prevention
- Alexandra Palace Manager
- Alexandra Palace and Park Statutory Advisory Committee
- Alexandra Park and Palace Charitable Trust

### 5.1.2 Internal Consultees

- Haringey Building Control
- Haringey Design and Conservation
- Haringey Transportation
- Haringey Environmental Health – Noise
- Haringey Environmental Health – Pollution
- Haringey Waste Management
- Haringey Nature Conservation
- Haringey Parks – Tree Service

### 5.1.3 External Consultees – Ward Councillors, Residents Groups and other Stakeholders

- Ward Councillors – Noel Park
- Ward Councillors – Hornsey
- Ward Councillors – Haringay
- Ward Councillors – Alexandra
  
- New River Village Residents Association
- Mildura Court Residents Association
- Hornsey CAAC
- Fairfax Road Residents Association
- Noel Park Residents Association
- Avenue Gardens Residents Association

- Parkside and Malvern Residents Association
- Burghley Road Residents Association
- Haringay Ladder Community Safety Partnership
- Warham Road Neighbourhood Watch
- Alexandra Palace and Park CAAC
- Great North Rail Branch

#### 5.1.4 Local Residents

- 4750 local residents were consulted

5.2 This application was publicised by a press notice and site notices. The site notices were put up on Tuesday 5th April at relevant points around the proposal site, including the following locations: 1. Outside New River Village - Traffic Lights at the junction of Hornsey High Street and New River Avenue; 2. Eastern side of Turnpike Lane Bridge; 3. Junction of Clarendon Road and Hornsey Park Road; 4. Clarendon Road - Outside industrial Unit before vacant Gas Holder land; 5. Penstock Footpath – Lamp Post to entrance of footpath adjacent to Western Road; 6. Junction of Western Road and Station Road and 7. Junction of Western Road and Mayes Road

5.3 The application was put out to consultation by the London Borough of Haringey in April 2011 following the validation of the application. This first consultation generated 160 objections (of which 63 were in the form of a standard letter) and 3 expressions of support from local residents. A petition supporting the application was received from local employees and members of RMT, TSSA and UNITE unions and contained 156 signatures. In addition, 1 ward councillor and 1 MP and 8 local resident's associations/community groups wrote letters of objection.

5.4 A further round of consultation was undertaken by London Borough of Haringey in early August 2011, following the submission of additional supporting information. A subsequent round of consultation was undertaken by the London Borough of Haringey mid August 2011 following the reissue of the additional supporting information due to an error in the submission. The consultation included notification to Ward Councillors, Residents Associations and all parties who had previously commented on the scheme. This subsequent consultation generated 31 letters of objection (of which 7 were in the form of a standard letter) and 5 letters of support.

5.5 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committed.

5.6 The scheme was presented to the Haringey Design Panel in January 2011 and the feedback received from the panel was broadly positive. The minutes of the meeting are attached as Appendix 4 of this report.

5.7 A Development management Forum was held on the 9th May 2011 at the Heartlands High School. Approximately 60 residents attended the forum. The minutes are attached as Appendix 3 of this report.

5.8 A summary of all Statutory Consultees and Residents/Stakeholders comments and objections can be found in Appendix 1. The issues raised in the consultation responses raise the following broad issues:

- Noise
- Lighting
- Negligible Benefit to the Community
- Ecology
- Inadequate Mitigation
- Inadequate s106
- Design and Visual Amenity
- Property Values
- Inappropriate Location near Residential Properties
- Site Selection Process
- Pollution
- Traffic
- Impact on Regeneration Areas
- Consultation over Holiday Periods
- Privacy
- Security/Anti-Social Behaviour
- Flood Danger
- Alternative Location at Hornsey
- Breach of Human Rights

5.8 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment provide in part 6 of this report.

5.9 The agents/applicant have undertaken separate community consultation which has included two public meetings held on the 3rd August and 31st August 2011 at the Heartlands High School, to specifically address residents concerns regarding noise.

## **6.0 ANALYSIS / ASSESSMENT OF THE APPLICATION**

The main issues in respect of this application are considered to be:

- 6.1 Principle of Development and Site Selection
- 6.2 Design, Mass, Bulk and Scale
- 6.3 Environmental Impact Assessment
- 6.4 Transport, Traffic and Parking
- 6.5 Air Quality
- 6.6 Cultural Heritage
- 6.7 Contaminated Land
- 6.8 Ecology
- 6.9 Landscape and Visual Effects
- 6.10 Noise
- 6.11 Socio-Economic Assessment
- 6.12 Water Resources
- 6.13 Sunlight, Daylight and Shadow
- 6.14 Lighting
- 6.15 Waste Management
- 6.16 Construction
- 6.17 Sustainability and Energy
- 6.18 Equalities Impact Assessment
- 6.19 Planning Obligations - Section 106 and Heads of Terms

## 6.1 Principle of Development and Site Selection

6.1.1 An initial site selection process was undertaken by the applicant prior to the submission of the previous application (Prior Approval Application Reference: HGY/2009/1450). A two depot strategy was proposed. The first depot was to be a 6-road maintenance building located at Coronation Sidings and the second depot a 3-road maintenance building located at Three Bridges. Following the implementation of an Article 4 direction on the Coronation Sidings site (further details provided in section 2 "Planning History) and changes to the overall Thameslink Programme, the scheme was revised and a decision taken to develop plans for a 5-road depot at Three Bridges and 3-road depot at Coronation Sidings. Both of these schemes are now the subject of full planning applications. The Planning Statement (section 2.3 and Appendix H) contains details of the site selection process.

6.1.2 A short list of potential sites, based on the previous site selection process was drawn up but also included additional sites. The 18 sites shortlisted included:

1. Hornsey – Coronation Sidings
2. Hornsey – Adjacent to Existing Depot
3. Hornsey – Utilisation of Existing Depot
4. Bounds Green
5. Ferme Park
6. Cricklewood
7. Bedford – Cauldwell Walk (Including adjacent Industrial Estate)
8. Bedford – Cauldwell Walk (Excluding adjacent Industrial Estate)
9. Bedford – Carriage Sidings
10. Bedford – Engineers Sidings
11. Bedford – Forders Sidings (Marston Vale)
12. Wellingborough – Neilson's Sidings
13. Wellingborough – Down Good Loop Yard
14. Wellingborough – Land south of Neilson's Sidings
15. Cambridge – Up Sidings to the east of the station
16. Cambridge – Chesterton
17. Peterborough – New England Sidings
18. Hitchin

6.1.3 The applicant's assessment of shortlisted sites confirmed the outcome of the previous site selection work, by confirming that the scheme at Coronation Sidings remained the most appropriate and viable site option for delivery of the maintenance depot facilities to meet the Thameslink Programme requirements.

6.1.4 The planning department enlisted the services of a consultant, The Railway Consultancy Ltd, to undertake an independent assessment of the site selection process. The consultant's report concluded that the information contained in the planning statement does not demonstrate that the Coronation Sidings site is the only viable option for a depot to support the increased train maintenance needs of the Thameslink project. The consultants' consider that the site at Bedford Cauldwell Walk could be "the optimum operational solution", however concede that this

option looked costly from a capital investment perspective and also carried a risk of the need to acquire land and carry out major infrastructure work. The consultants also considered it would be practical to locate the proposed maintenance depot at the existing train depot at Hornsey however again conclude that this option would probably be at greater expense. The report states “since the Thameslink Programme has publicly announced that it is seeking savings, it might be difficult to justify additional costs for depot construction amounting to tens (if not hundreds) of millions of pounds”. Since major infrastructure projects require, not unreasonably, a high degree of certainty about deliverability of key components, the consultants believe that Coronation Sidings was ultimately chosen as being the most deliverable option.

- 6.1.5 The proposed development is on previously developed operational rail land in a sustainable location and in general there is policy support for the re-use of this land. National and Regional policy including PPG13 “Transport”, London Plan (2011) policy 6.4 Enhancing London’s transport connectivity and the Mayors Transport Strategy (May 2010) emphasise the importance of meeting increasing demand for travel and the importance of the railways in providing a sustainable mode of transport. The importance of new and/or improved transport infrastructure is also acknowledged in local planning policy. Unitary Development Plan (2006) policy G6 “Strategic Transport Links” aims to improve existing public transport provision and promote strategic public transport links such as Thameslink 2000, Crossrail 2, and Orbirail” while M11 “Rail and Waterborne Transport” seeks to support the provision of additional rail infrastructure, provided they do not give rise to undue local environmental disturbances. The proposal therefore delivers this strategic priority and is acceptable in principle however any development should also comply with other relevant national, regional and local planning policies, where relevant. This last point is covered in the assessment provided in the following sections of this report.

## **6.2 Design, Mass, Bulk and Scale**

- 6.2.1 Policies UD3 ‘General Principles’, UD4 ‘Quality Design’ and SPG1a ‘Design Guidance’ set out the Councils general design principles for new development in the Borough. The applicants have submitted a detailed Design and Access Statement as part of their application submission. The design statement documents the process of determining the current design up to submission and deals with the way in which the physical and structural constraints have affected the outcome of the design.
- 6.2.2 The application was originally submitted to the Council as permitted development under Part 11 as detailed in the planning history above (Ref: HGY/2009/1450). As a result of a successful bid for an Article 4 Direction which removed permitted development rights from the land, changes to the overall Thameslink Programme depot strategy and in response consultation with the local planning authority, a number of amendments to the scheme were undertaken prior to the submission of this full planning application.
- 6.2.3 The principle change to the scheme include the reduction in the size of the maintenance depot building from a 6-road facility to a 3-road facility, which has

resulted in a reduction in the width of the building by 16.5m and a reduction in the height of the building by 2.1m. The key scheme differences are summaries in the table below.

**Table 1 Key Scheme Differences**

|                             | <b>Prior Approval Application (Original Scheme) (2009)</b>   | <b>Full Planning Application (Revised Scheme) (2011)</b>   |
|-----------------------------|--|--|
| <b>Depot Building</b>       | 6 road track   | 3 road track   |
| <b>Depot Dimensions</b>     |  |  |
| Length                      | 280m   | 278m   |
| Maximum Width               | 50.1m  | 33.6m  |
| Maximum Height              | 13.4m  | 11.3m  |
|                             |  |  |
| Depot - Floor Area          | 11,200 sqm   | 6524 sqm   |
| Warehouse/Office Floor Area | 2808 sqm   | 3404 sqm   |
| Eastern Boundary            | Widening of eastern embankment including 500m long 7 – 9m high retaining wall. A series of small retaining structures to support new vehicle access road | No embankment widening proposed due to the reduced size of the depot building. A series of small retaining structures to support new access road |
| Staff                       | 270  | 126  |
| Car Parking Spaces          | 49   | 43   |
| Car Park Location           | East of Coronation Sidings adjacent to proposed Clarendon Square site  | East of Coronation Sidings further south than previous scheme, further away from proposed residential uses.                                      |

6.2.4 The applicants have undertaken a series of meetings with interested bodies including the Haringey Council's Design Panel, prior to the submission of this full planning application. The Design Panel expressed overall support for the concept of the scheme in plan and considered the overall form of the proposal as a clean, continuous linear tube as being potentially elegant. The panel members stated however, that noise and light mitigation through design would be particularly important and also sought to have the roofing fenestration patterned rationalised. In response to these particular concerns the roof design was amended and various design solutions, in terms of noise and light attenuation among other factors, were investigated by the design team, prior to submission.

6.2.5 The design of the buildings are functional and solid in appearance and with the exception of those buildings where there is office /staff accommodation would

comprise continuous cladded elevations which would extend along the length of the buildings. The proposed buildings would be of a steel frame construction with vertically profiled aluminium 'Kalzip' cladding powder coated in a neutral colour (not yet specified and to be determined via condition). Where trains enter and depart from the buildings and on sections of the maintenance depot building a translucent 'Kalwall' fenestration composite panel is proposed to provide natural daylight to the buildings. The buildings would be insulated to facilitate efficient sound absorption. The main depot building would have a gently sloping mono-pitched roof. The UFC, train washers and wheel lathe have no openings other than the train entrance/exit and are designed to minimise noise outbreak which would occur with the introduction of any windows / openings.

- 6.2.6 Kalzip was selected as the principle cladding material because it is light-weight, durable, adaptable and enables a high speed construction, in addition to excellent thermal performance. Other materials investigated at the request of planning officers, included brick construction, which was suggested could result in a more traditional "Victorian" style railway shed. However the use of brick was rejected as it was demonstrated that it would add further bulk to the building, both vertically and horizontally, increasing the visual impact and reducing energy efficiency. The use of slate or corrugated iron for the roof construction was also considered. However, the roof slope required for either finish would result in a much higher roof line, again increasing the visual impact.
- 6.2.7 The use of Kalwall in the roof and walls has been selected for its light diffusing properties which would allow natural daylight into the building, minimising energy use, while reducing artificial light emanating from the building at night.
- 6.2.8 It is considered that the applicants have amended the proposed development to meet the concerns of planning officers, the Design Panel and local stakeholders where possible. The scheme has been redesigned since the original submission to reduce the overall bulk and scale, retain the vegetated embankment to the east, relocate the car parking area and provide a consistent chequer board skylight and wall pattern to the main depot building. These changes are considered to reduce the visual impact of the proposal from both the adjacent residential areas and long views from higher vantage points such as Alexandra Palace.
- 6.2.9 Overall, the proposed design of the maintenance depot building and associated structures is considered acceptable for the urban context of an operational railway site. It is considered the design balances the operational and safety requirements of the scheme against the amenity of sensitive receptors adjacent to the site, in compliance with relevant planning policy.

### **6.3 Environmental Impact Assessment**

- 6.3.1 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require (in accordance with EU Directives) that certain development be assessed by the local authority as to whether it is likely to have significant environmental effects. If it is determined that there are likely to be significant environmental effects, the development must undertake an environmental impact assessment ("EIA").



6.3.2 The proposed development, by reason of its size, means that it is above the statutory threshold of 0.5 hectares for “urban development” as set out in Schedule 2, Category 10 (b) of the Environmental Impact Assessment (EIA) Regulations and is therefore, likely to have significant environmental effects due to its scale, nature and location. The EIA procedure requires that the applicant submit a detailed Environmental Statement (ES) with its planning application which describes all likely significant effects and sets out proposed mitigation measures. The planning application is accompanied by an Environmental Statement (Document Ref: REP-PL-HOR-005A). A non-technical summary has also been submitted (Document Ref: REP-PL-HOR-009A) which presents in non-technical language a summary of the purpose, scope and main findings of each of the topic assessments contained within the ES.

6.3.3 A Scoping Report was submitted to the London Borough of Haringey in September 2010, in support of a request for a formal Scoping Opinion in accordance with the EIA Regulations 1999 (as amended). The Scoping Report (provided in appendix 2.1 of the Environmental Statement) identified the likely significant environmental effects arising from the proposed scheme.

6.3.4 The Environmental Statement covers the following issues:

- Transport
- Air Quality
- Cultural Heritage
- Contaminated Land
- Ecology
- Landscape and Visual Effects
- Noise
- Socio-Economic Assessment
- Water Resources
- Sunlight, Daylight and Shadow

6.3.5 A summary of each of these issues will be discussed in the following sections of this report.

## **6.4 Transport, Traffic and Parking**

6.4.1 The Environmental Statement (Section 5) (Document Ref: REP-PL-HOR-005A) along with Appendix 5.1 Travel Assessment (Document Ref: REP-PL-HOR-003A) and a Framework Travel Plan (Document Ref: REP-PL-HOR-004A) have been submitted in support of the application. The Transport Assessment considers the effects that the proposed scheme would have on the surrounding road network.

### Public Transport

6.4.2 The site is served by a number of modes of public transport. Turnpike Lane and Wood Green underground stations are within walking distance of the proposed scheme, providing Piccadilly line services linking Heathrow, Uxbridge and

Cockfosters as well as interchange within the underground and overland network at Finsbury Park and Kings Cross St Pancras.

- 6.4.3 Train services from Hornsey Station provide connections to Central London (Kings Cross and Moorgate), Welwyn Garden City, Letchworth Garden City, Hertford and Stevenage.
- 6.4.4 A number of local bus services provide connections from the immediate road including Turnpike Lane and Station Road adjacent to Alexandra Palace Railway as well as Hornsey High Road and Wood Green High Road. Turnpike Lane specifically is served by the 41 and 144 bus routes, which provide frequent links to and from Turnpike Lane underground station and bus interchange.

#### Vehicle Access and Parking Provision

- 6.4.5 The major road in the vicinity of the proposed scheme is Turnpike Lane (A504) which runs west to east beneath the railway bridge at the centre of the site. A major junction exists at the intersection of Turnpike Lane, Wightman Road and Hornsey Park Road. The main vehicle access to the site is currently from Hampden Road, via Wightman Road. It is proposed that vehicular access to the proposed development would be taken from this existing access point. From that point a new road would be constructed within the site, which would require the widening of the two bridges over the New River and Turnpike Lane respectively.
- 6.4.6 The main staff car parking area would be located south of the depot building while the blue badge and visitor parking spaces would be located to the north east of the depot building adjoining the reception area. The location of the main car parking area has been amended since the previous application, now distancing it from the boundary to the east of the site of the proposed Clarendon Square development.
- 6.4.7 The majority of the site falls within the Wood Green Outer controlled parking zone, which operates Monday to Saturday between 8:00am – 6:30pm. Although the section of Hampden Road west of Wightman Road is privately owned, there are privately enforced parking restrictions in place.
- 6.4.8 The development proposes a total of 43 car parking spaces comprising 37 staff car spaces, 2 blue badge car spaces and 4 visitor car spaces. Of the spaces allocated 5 will be equipped with electric car charging points.
- 6.4.9 The transport assessment calculates the parking requirement using the 'access to services' dataset for the year 2001 census, which, taking into account the shift patterns and based on a modal share of 49% calculates that the maximum demand for parking spaces will not exceed 37.
- 6.4.10 In addition to census data, Arup have commissioned a separate travel survey indicating the mode share for staff travelling to work at the existing Hornsey Depot. It has been identified that the transport modes for individuals arriving for the night shifts give more cause for concern due to the increased likelihood of staff using

private vehicles to travel work and the lack of on-street parking controls (CPZ) during these shifts.

6.4.11 The staff survey has revealed that 59% of staff arriving for the nightshift drive to work. When applying this percentage to the current proposal, the car parking demand would peak at 39 spaces between 5-6am when staff from two of the three shift patterns are on site for a change over. This is a slight increase from the predicted requirement set out in the transport assessment, with an increase of two parking spaces. However, the application makes provision for 43 parking spaces including 2 disabled spaces. It will therefore be possible to accommodate on-site parking demand generated by the development. On this basis, the parking provision proposed is deemed to be acceptable.

#### Pedestrian and Cycle Access

6.4.12 Pedestrian footways are provided within the immediate roads. There is a pedestrian footbridge providing access to Hampden Road from Hornsey station on Tottenham Lane.

6.4.13 Cycle route number 83 is located on Green Lanes, east of the site and route 78 located on Ferme Park Road and Cross Lane linking to the Penstock footpath, west of the site. These routes are connected to the wider cycle network.

6.4.14 Pedestrian and cycle access to the site will be via the main access point at Hampden Road or via the existing/refurbished ramped access adjacent to the Turnpike Lane Bridge. Both accesses would have secure gates to prevent the public from gaining access. A total of 14 cycle spaces will be located adjacent to the maintenance depot building and offices as shown on Drawing No. HOR-GX-201/07.

6.4.15 In order to emphasise the 20mph speed limit on Wightman Road to drivers leaving the western section of Hampden Road and to improve pedestrian safety, the installation of a raised table at the junction of Hampden Road and Wightman Road will be required. This improvement will necessitate the dedication of a 6 metre section of carriageway on Hampden Road as public highway. As it is intended that the Hampden Road access be utilised during unsocial hours, footway surfacing and lighting improvements will be necessary along the privately owned section of this road, and will form part of the s106 legal agreement.

#### Construction Traffic

6.4.16 The Transport Assessment has also considered traffic that would be generated at the construction phase of the development. Additional road traffic would be generated as a result of construction staff commuting to the site, deliveries of construction materials and removal of materials during earthworks.

6.4.17 The Transport Assessment indicates that there will be three construction phases. Construction phases 1 and 2 are expected to run for 24 months. Estimated construction traffic figures indicate that during the construction phase 1, there is a

six month period where it is expected that there will be 48 HGV movements a day (months 4-9 of the construction phase). In order to minimise the impact during the am and pm peaks it may be necessary to prevent HGV traffic movements during these times. Although phase 2 will last for 15 months, there is expected to be considerably less HGV traffic movements, with movements decreasing to between 22 and 20 movements per day. The length of phase 3 is not specified, however, it is anticipated that the vast majority of vehicular movement will be generated from light or medium goods vehicles, with approximately 10 vehicles a day.

- 6.4.18 A Construction Logistics Plan will be required as a condition of consent and shall include measures that minimise disruption of pedestrian access to the Hornsey Station footbridge. In addition to the CLP the applicant will need to provide a Delivery and Servicing Plan. As part of the CLP we would be seeking to minimise the volume of construction traffic during peak periods.

#### Site Operation

- 6.4.19 The site will be operated 24 hours a day in order to meet the new fleet's scheduled maintenance regime. This is likely to occur with a combination of normal working day staff (9:00am – 5:00pm) and shift working staff. The Thameslink manufacturer and maintenance (TMM) staff would work three shifts per day (6:00am – 2:00pm, 2:00pm – 10:00pm and 10:00pm – 6:00am). The train operating company (TOC) staff would also work a three shift pattern, which would be slightly offset from TMM staff (7:00am – 3:00pm, 3:00pm – 11:00pm and 11:00pm – 7:00am). The Transport Assessment has identified that there will be 126 members of staff, out of this total 117 will be working on a shift pattern. The scheduling of these shifts would minimise arrivals/departures during peak periods.

- 6.4.20 The Transport Assessment indicates that during the morning peak hour, the Maintenance Depot and associated facilities of the Hornsey scheme are expected to generate 4 inbound and no outbound vehicle trips. In the evening peak there would be 4 outgoing vehicle trips and no incoming vehicle trips. Traffic modelling has been carried out for the Hampden Road/ Wightman Road junction. The traffic modelling shows that the impact of the expected additional traffic is negligible.

- 6.4.21 The trip generation data also shows that the development would increase vehicle movements at the Wightman Road/Turnpike Lane junction by 3 vehicles in the morning peak and 2 vehicles in the evening peak. Based on expected changes in traffic flows up to 2021, it is considered the generated car trips would also have a negligible impact on the capacity of this junction.

#### Travel Plan

- 6.4.22 The travel plan submitted as part of this application outlines measures to encourage staff to travel to and from the site using sustainable modes of transport. Although it is acknowledged that the travel plan has been produced in accordance with SPG7b, the travel plan will additionally be required to comply with current Transport for London guidance, which reflects the use of the iTRACE and ATTrBuTE project and data management tools.

#### Conclusion

6.4.23 The proposal, in terms of transport, traffic, parking and access is deemed to be acceptable and in line with the relevant planning policies subject to the imposition of a number of s106 terms and planning conditions as outlined in sections 6.19 and 11.0 respectively, of this report.

## 6.5 Air Quality

6.5.1 Planning Policy Statement 23 “Planning and Pollution Control” along with The London Plan (2011), The Mayor’s Air Quality Strategy: Cleaning London’s Air (2002) and Local Unitary Development Plan (2006) policy ENV 7 “Air Water and Light Pollution”, set the planning policy context for air quality.

6.5.2 The Environmental Statement (ES) assesses the construction and operational impacts of the proposed development on local air quality through the identification of direct and indirect emission sources.

### Operation

6.5.3 The ES states that the main sources of air quality impacts are likely to be emissions from vehicles travelling to and from the site during the operation of the depot facility. The proposed scheme would generate a small amount of commuter traffic to the site and the increase in traffic would be less than 1% on all roads except for the site access road.

6.5.4 A Framework Travel Plan (Ref: REL-PL-HOR-004A) has been submitted as part of the planning application and outlines measures to encourage staff to travel to and from the site using sustainable modes of transport, aiming to reduce traffic generated by the scheme, which would intern reduce impacts on air quality.

6.5.5 The proposed development includes the provision of one biomass boiler and four natural gas boilers which would be housed in the north-west corner of the proposed maintenance depot building. The biomass boiler would have an independent stack while the four natural gas boilers would share a stack between them. Both stacks would extend 3m above the roof of the depot thus creating a ground clearance of 14.5m.

6.5.6 The results of the assessment indicate that increases in the two pollutants from both vehicles and the biomass boiler would be insignificant.

6.5.7 Notwithstanding these results, Haringey Environmental Health Officers have undertaken an assessment of the Environmental Statement with regards to air quality and propose a condition/s106 measure to ensure emissions from the biomass boiler are controlled.

6.5.8 It should be noted that train emissions were not included in the assessment as the Great Northern and Thameslink trains associated with scheme will be electric trains, powered by overhead electrical lines and therefore will not emit any pollutants to the air locally. On occasion the depot may be obliged to provide services to other

service providers on the network who operate diesel trains. However this is expected to form a very small proportion of the total trains serviced and stabled at the facility.

- 6.5.9 An existing diesel powered shunter is in operation at the existing Hornsey Depot for an estimated 2 – 3 hours per day. Shunting at the existing depot would be reduced in proportion to the reduction in Great Northern rolling stock stabled at the depot. Therefore, a small amount of the existing air pollution consisting of diesel emissions associated with the existing shunter would be reduced as a result of the proposed development.

### Construction

- 6.5.10 The construction activities associated with building the depot facilities and infrastructure have the potential to generate dust which, if not mitigated, could cause a nuisance to nearby residents.

- 6.5.11 The GLA Best Practice Guidance recommendations include such measures as the use of site hoardings, construction vehicle wheel washing, dust suppressions measures, and coving of stockpiles to avoid dust blow.

- 6.5.12 The ES (page 101 – 103) sets out a range of construction mitigation measures including those specified above. In addition, a condition of consent would require the submission of a Construction Environmental Management Plan (including appropriate mitigation measures to minimise dust and emissions based on the Mayor's Best Practice Guidance (*The control of dust and emissions from construction and demolition*), an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring) to the Local Planning Authority for approval and the development implemented in accordance with the approved details. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme.

## **6.6 Cultural Heritage**

- 6.6.1 The Environmental Statement assesses the effects of construction and operation of the proposed development on the archaeological, built heritage and historic landscape resources (collectively referred to as Cultural Heritage). The assessment has considered the effect of construction and permanent works on potential below ground archaeological deposits and built heritage receptors, both on the site and within the immediate vicinity.

- 6.6.2 As stated in the Es, given the level of industrial development on the site it is considered there is a very low potential of encountering archaeological deposits and remains.

- 6.6.3 However, notwithstanding the assessment contained within the ES a condition of consent will require the applicant to implement an archaeological watching brief and programme for the recording of built heritage structures, in accordance with a

written scheme of investigation which is to be submitted and approved by the Council. This will provide a reasonable opportunity to record the history of the site.

- 6.6.4 There are a number of built heritage assets within the general areas surrounding and include 13 listed buildings within 500m of the site and/or with visibility to or from the site. The main heritage assets include the Church Tower of St Mary's Parish Church (Grade II\* Listed) approximately 250m away, Alexandra Palace (Grade II Listed) approximately 750m away and Alexandra Park and Garden (Grade II Registered). The remaining built heritage assets within 500m of the site are not visible from and do not have visibility towards the site area, due to differences in elevation and screening.
- 6.6.5 Due to the prominent and elevation location of Alexandra Palace there are extensive panoramic views possible especially from the upper viewing terraces. The Palace sits within a corridor of designated views and protected vistas toward the inner city of London and St. Paul's Cathedral. While the proposed railway development would be visible from the Alexandra Park and Palace, it would not be located within the London panorama from the terrace of Alexandra Palace towards central London or the statutorily protected vista to St. Pauls. The views to the maintenance depot would be in the context of the existing operational railway land and surrounding development, including the existing gas holders, Hornsey Water Treatment Works, Wood Green Shopping City and the New River Village Development. In this context the depot building is not considered to have a significant adverse impact on the character of the listed palace and registered park.
- 6.6.6 There is a potential for the proposed development during construction to impact on the setting of the built heritage and historic landscape assets in close proximity to the site area. During the construction phase the likely impacts would stem from increased visual impacts from scaffolding, cranes, lorries and equipment. However, any impact in this respect would be temporary and limited to the construction phase only.
- 6.6.7 A number of mitigation measures are proposed at both the construction stage and operational stage of the development. Details are contained within section 7.9, 10.10.4, 10.10.5 and 10.10.6 of the ES. The implementation of mitigation measures will occur through both conditions of consent and the s106 legal agreement.

## **6.7 Contaminated Land**

- 6.7.1 PPS 23 "Planning and Pollution Control" advises that the planning system plays a key role in determining the location of development which may give rise to pollution either directly or indirectly and in ensuring that other uses are not, as far as possible, affected by existing potential sources of pollution. Any consideration of the quality of land, air or water and potential impacts on health is capable of being a material planning consideration in so far as it arises or may arise from or may affect any land use.
- 6.7.2 The Environmental Statement assesses the likely environmental impacts of the development on ground conditions.

- 6.7.3 A review of the history of the site and surrounding area indicate a range of historical industrial uses from the late 19<sup>th</sup> Century, which have the potential to result in contamination. Particularly the historic use as railway land and the nearby industrial uses such as the gasworks facility to the east of the site indicate the potential for contamination from heavy metals, fuels, oils and solvents.
- 6.7.4 A soil contamination assessment indicated that many contaminants were at very low concentrations that would not pose a risk to human health. However, some elevated concentrations of metals and hydrocarbons indicate small localised areas of contamination.
- 6.7.5 The Environment Agency and Haringey Environmental Health Officers have undertaken an assessment of the ES information relating to contaminated land and propose a number of conditions of consent to ensure the development can be implemented and occupied with adequate regard for the environmental and public safety.

## **6.8 Ecology, Biodiversity and Landscaping**

- 6.8.1 The application site is located within a designated Green Corridor (as identified on the Haringey Unitary Development Plan (2006) – Proposals Map).
- 6.8.2 There are no statutory designated sites for ecology present on the site. There is one non-statutory designated site within the area directly affected by the proposed works, being the New River Site of Importance for Nature Conservation (SINC). In the surrounding area there are three statutory sites within two kilometres and fourteen non-statutory SINC's within one kilometre of the site.
- 6.8.3 The site contains areas of vegetated railway track ballast, woodland scrub and trees of varying ages and quality along the railway embankments.
- 6.8.4 The approach of the landscaping scheme is to retain as much existing vegetation as possible and to provide suitable replacement vegetation where vegetation loss is unavoidable. The landscape enhancements focus on the railway embankments to the east and west of the proposed maintenance depot to enhance visual screening of the scheme and to strengthen the ecological corridor and enhance biodiversity.
- 6.8.5 Construction works will require the removal of vegetated railway ballast in the area around Coronation Sidings. These works would impact upon local invertebrate populations. Works to extend the bridge width over the New River and removal of the probably air raid shelters north of Coronation Sidings could impact upon bat activity in the area. Lighting at night could also potentially affect bat foraging areas.
- 6.8.6 There will be some limited vegetation clearance on the top of the embankment on the eastern side of the site to allow for the installation of buried services and a number of retaining structures to support the proposed access road. In addition some vegetation clearance is proposed at the north of the site to accommodate a temporary construction compound and access bridge. Any vegetation clearance would reduce bird nesting habitat and could also affect bat populations.



- 6.8.7 A large number of mitigation measures are proposed within the Environmental Statement. A condition of consent will require the preparation and approval of an Ecological Management Plan that would set out a series of measures that would ensure that effects on local wildlife are minimised as far as possible. Such measures would include for example undertaking works outside of breeding bird season, where possible. The mitigation measures will be delivered under the supervision of an Ecological Clerk of Works in line with a Construction Environmental Management Plan to be prepared and approved prior to construction.
- 6.8.8 In addition, a number of enhancement measures are proposed as shown on the submitted landscape plans. A number of conditions of consent in conjunction with the s106 agreement will ensure the enhancement measures, which include both on site and off site landscaping schemes, are undertaken. Some of the enhancements proposed include: Removal of Japanese Knotweed from the site, bat and bird boxes to mature trees, log piles will be placed within the open glades to provide habitat for invertebrate species. The full list of measures are described in section 9.10 of the Environmental Statement (Ref: REP-PL-HOR-005A) and Landscaping Plans (Ref: HOR-LA-001, HOR-LA-002 and HOR-LA-003).
- 6.8.9 Natural England has been consulted and raised no objection to the application.
- 6.8.10 Following the implementation of the proposed mitigation and enhancement measures it is considered that the overall quality of habitat provided would be improved. While there would be a net loss of existing habitat, largely the result of a loss of vegetated railway ballast, the works proposed to the eastern embankment in particular would provide higher value habitat over a smaller area for a range of wildlife species and therefore result in a net increase in the number of botanical species present on the site post-construction.

## **6.9 Landscape and Visual Effects**

- 6.9.1 The site of the proposed development is located within an operational railway corridor. The adjacent land uses include commercial/light industrial and residential to the east, residential and commercial to the west and the Hornsey Water Works and Alexandra Palace and Park to the west and north-west.
- 6.9.2 The railway land is raised on an embankment of up to nine metres in height falling from west to east resulting in the land to the east being at a significantly lower level and separated from the site by a strip of woodland along a sloping embankment.
- 6.9.3 The railway corridor and stabling are generally screened by mature vegetation which in places is dense enough to create a strong visual buffer between the site and adjacent land uses. In other locations, the corridor is more visible. This is particularly the case from elevated vantage points, such as the upper slope and terrace of Alexandra Park and Palace.

- 6.9.4 The Environmental Statement includes an assessment of the significance of the potential landscape and visual effects of the proposed development on the existing landscape character and visual amenity. Nine representative viewpoints were included in the initial ES assessment and photomontages produce to show the existing conditions and predicted views post-construction. The key viewpoint locations were identified to represent typical views from sensitive receptors affected by the proposed scheme. Details are contained within Appendix 10 of the ES. The three most significant view points are considered to be the adjacent residential areas of New River Village and the proposed Clarendon Square development as well as Alexandra Palace and Park. The visual impacts of the proposed development on these three locations are discussed in greater detail below.
- 6.9.5 Following the initial consultation, local residents requested an additional photomontage to be taken from an elevated position within the New River Village development. Arup subsequently submitted an “Assessment of visual effects on views from one additional viewpoint” (Ref: REP-PL-HOR-012A). The additional viewpoint is representative of the potential view of the main depot building from upper storey residential properties. The images produced indicate possible day time and night time effects. Following the submission of the additional information Arup reviewed the details contained within the assessment and found that an error had occurred in the production of the images. An amended document, rectifying the errors was subsequently submitted. The Planning Department undertook additional community consultation following both submissions.

#### New River Village

- 6.9.6 The proposed maintenance depot would be visible from both lower and upper floor residential buildings with east facing windows within the New River Village development however would be largely screened by existing embankment vegetation with glimpsed views through the trees. Winter views would result in greater visibility due to a lack of foliage from the existing vegetation.
- 6.9.7 The night-time photomontage indicates that, based on the indicative lighting strategy, impacts due to the proposed on-site lighting requirements, including light from the depot itself would be negligible.
- 6.9.8 Conditions of consent will require planting and ecological enhancements to the western boundary adjacent to the New River Village site, within Network Rail land. As set out in the submitted Environmental Statement and landscape plans (HOR-LA-001, HOR-LA-002 and HOR-LA-003) the planting proposed within the planning application site is to be mature stock. In addition, the s106 legal agreement will require, within 6 months of the start of development, Network Rail to submit to the Council for approval a mixed deciduous and evergreen of semi-mature planting and landscaping scheme for third party land on the west side of the rail lines in the vicinity of New River Village (along a length of approximately 540m) to provide some visual screening of the development. Subject to agreement with the third party landowners (which will be pursued with reasonable endeavours by Network Rail), Network Rail are to implement the agreed planting scheme in the first planting

season following approval by the Council and agreement by the third party landowners.

#### The Proposed Clarendon Square Development

- 6.9.9 A planning application for the proposed Clarendon Square scheme (Application Reference: HGY/2009/0503) for a mixed-use development has been submitted to the Council and is currently under assessment. The Clarendon Square site is located to the east, directly adjacent to the proposed maintenance depot.
- 6.9.10 The effects of the proposed development on the potential future residential development of Clarendon Square have been considered as part of the visual impact assessment.
- 6.9.11 The proposed maintenance depot building would be within close proximity to the western most residential and commercial blocks within the proposed Clarendon Square scheme. This will impact outlook from these western facing units. However, the vegetated embankment is to be retained and the car parking area located further to the south than originally proposed which will minimise the visual impact, compared to the original (prior approval) proposal.
- 6.9.12 The potential impacts of night time lighting on the Clarendon Square development could have a significant adverse impact on future residents due to the close proximity of the site. Via conditions of consent, measures to limit impacts from external lighting would form a fundamental aspect of the detailed lighting design.
- 6.9.13 The s106 legal agreement and conditions of consent will require planting and ecological enhancements to the eastern boundary adjacent to the Clarendon Square site and will require Network Rail to ensure that the landscaping/ecological enhancement works on the east side of the site are completed no later than the first planting season following first occupation of the depot building. In addition, a management agreement/arrangement of the land that forms the eastern embankment will be offered to National Grid or a relevant successor for a minimum period of 25 years to allow greater control over planting and maintenance to the satisfaction of the future developer of the Clarendon Square site. The amendments to the scheme in conjunction with conditions of consent and section 106 obligations are considered to be appropriate mitigation measures.

#### Alexandra Palace and Park

- 6.9.14 Alexandra Palace and Park are located directly to the north-west of the proposed development. They are designated as Metropolitan Open Land and located within a designated conservation area. The park is registered as Grade II on the English Heritage Register of Parks and Gardens of Special Historic Interest. The vista from the palace and park towards St. Paul's Cathedral is statutorily protected. The proposed development falls outside the designated viewing corridor and the listing of the park itself does not provide statutory protection. Having said that, the historic interest of the park and garden and its location within a conservation area is a material planning consideration.

- 6.9.15 The proposed maintenance depot would form an additional built element clearly visible beyond the Hornsey Treatment works in views from the upper slopes and terrace of Alexandra Park and Palace. Whilst the proposed maintenance depot would sit within the context of other larger scale buildings, it would constitute a substantial built form with a different appearance to the surrounding residential and industrial buildings.
- 6.9.16 The scope for direct mitigation is limited by operational and spatial constraints. Screen planting would have to be located close to the depot building to be effective however rail safety, operational requirements, as well as limited space, make such screen planting unfeasible. As such, the greatest opportunity for mitigation will be achieved through design and materials. Careful consideration of colour and material can make a significant contribution to visual impact. An example of this is the New River Village Development which largely due to its solid white coloured blocks are highly visible from Alexandra Palace and Park. As such, conditions of consent will enable the local planning authority to retain control over the final design details, materials and colours to assist in minimising the visual impact from this location.
- 6.9.17 Cumulatively, the impact of the proposed maintenance depot when considered in conjunction with the proposed Clarendon Square Development would be less significant. The proposed buildings on the western side of the Clarendon Square scheme would be significantly higher at 22 – 32m than the proposed maintenance depot at 11m. Even considering the raised height of the embankment the Clarendon Square development would rise above the maintenance depot and therefore be visible beyond the depot building on the skyline as seen from the western side of the railway corridor, including Alexandra Palace and Park.
- 6.9.18 In terms of night time impact the site lighting of the proposed development would be visible but it is considered that due to the distance of the depot being approximately 1km from the park the impact would not be significant as its appearance at night would merge with the wider context of surrounding urban night lighting.

#### Other visual Impacts and Improvements

- 6.9.19 The visual impacts on other vantage points around the site would predominantly have an adverse effect during the construction phase, rather than following the completion of the development. While any visual impact is not ideal, those arising solely from construction would be temporary and conditions of consent will be imposed to reduce those impacts as far as possible.
- 6.9.20 In addition to the above, the s106 will require Network Rail to procure the removal, within 6 months of the start of the development, of all of the advertisement hoardings it owns as erected on its land adjacent to the rail bridge over Turnpike Lane (Network Rail owns 9 of the 12 hoardings). This would result in visual amenity improvements within the immediate locality.

## 6.10 Noise

6.10.1 PPG24 “Planning and Noise” sets out the considerations to be taken into account in determining planning applications for activities which generate noise and recommends appropriate noise exposure levels for different sources of noise and provides guidance which deals specifically with noise from railways. Haringey Unitary Development Plan policy ENV6 “Noise Pollution” states that “potentially noisy developments should only be located in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact”.

6.10.2 As part of the EIA, an assessment of the noise impact of the proposed scheme was undertaken. The assessment included:

- Construction noise and vibration
- Construction traffic
- Noise from train movements
- Noise from road vehicles
- Noise from stationary sources such as wheel lathe and plant and related to maintenance activities taking place on the site

### Operational Noise

6.10.3 During the consultation process, the issue of noise pollution, particularly operational noise, was of the greatest concern to residents. The existing operational railway land is an existing source of noise pollution from a variety of sources, including engine noise, braking, wheel squeal, horn testing and the operation of wheel lathes or train cleaning, which impact on the amenity of residents. The proposed depot and its associated facilities are intended to be operational 24 hours a day and therefore it is the concern of residents that a more intensive use of the site would increase the level of noise and consequently result in a greater impact on amenity. However, the Environmental Statement predicts that there would not be any noise impacts from the proposed development. It concludes that the rating level would not exceed the background noise level at any of the receptors used in the assessment.

6.10.4 Haringey Environmental Health Department, in conjunction with an independent consultant, have reviewed the noise assessment within the Environmental Statement (ES) and confirm that the methodology used in the ES is appropriate and in accordance with the relevant British Standards. The noise assessment team raise no objection to the proposed development subject to the imposition of a number of planning conditions.

6.10.5 The first condition requires the design and installation of new items of fixed plant to be such that when operating the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg and a noise report produced to demonstrate compliance with the above.

6.10.6 A further condition requires a report to be submitted and approved by the Council that demonstrates that the operational noise from all moving sources on the depot shall not exceed the levels in the table below at specific receptors around the site.

| Receptor  | Daytime<br>dBLAeq, 0600-0000 | Night-time<br>dBLAeq, 0000-0600 |
|---|------------------------------|---------------------------------|
| 1 to 25 Fyfe,<br>Chadwell Lane  | 56                           | 54                              |
| 120 Turnpike Lane   | 64                           | 56                              |
| 165 Wightman Road   | 55                           | 48                              |
| 329 Wightman Road   | 55                           | 48                              |
| Westpoint<br>Apartments   | 58                           | 50                              |
| Western Boundary<br>Edge of Blocks 1, 2,<br>and 7 of the proposed<br>Clarendon Square<br>Development<br>(HGY/2009/0503) | 56                           | 54                              |

6.10.7 Of particular concern to residents is the issue of noise from train horns. The testing of horns is required for railway safety reasons prior to any train entering service. As trains will be required to enter service during all hours of operation it is not possible to prohibit the testing of horns between certain hours, as suggested by residents. However, strict depot procedures will be put in place to minimise the use of train horns as far as safety procedures allow. The design of the train horn in the new rolling stock proposed for the site is being developed and the incorporation of high/low sounding tones is being investigated as part of the train design. In addition a 'shunting tone' with a lower noise emission is being investigated for normal operational use within the open stabling areas. Overall, the best possible combinations of industry best practice will be incorporated into the design of the depot and operating systems to assist in minimising noise impacts.

6.10.8 The issue of noise "bounce" was also raised as a concern by local stakeholders. Noise reflected from the new depot building has been considered as part of the noise assessment. It is considered that reflected sound would not contribute an appreciable increase in noise levels compared to the sound arriving directly from a passing train. Any sound from the side of the train closest to New River Village would have to travel at least 60m to reach residential premises. This is the existing situation and would not change as a result of the propose development. Any sound from the side of the train closest to the proposed depot building would have to travel approximately 70m to the depot building, the sound would then be reflected, (however the depot fabric is not a perfect reflector and therefore some sound would be absorbed) The reflected sound would then travel approximately 130m back across the railway to the New River Village development. The combination of the additional distance the noise would have to travel as well as the small amount of

absorption from the depot building fabric would mean that the noise from trains would be increased by less than 0.5dB.

6.10.9 A New River Village ambient noise level, which is used as the basis of the assessment at residential properties, is determined by noise from a large number of sources. Whilst one contributing source may be increased by a small amount, less than 0.5dB due to the introduction of the depot building, noise from road traffic, industrial sources and general background noise would not be altered and therefore the overall ambient noise level would not increase due to the reflections or “bounce” from the depot building.

6.10.10 The s106 legal agreement will require the submission of a Site Management Plan which makes provisions for the control of noise during the operation of the facility. The noise control measures would include:

- Enforcing a 10mph on-site vehicle speed limit,
- Ensuring no deliveries of materials or supplies to the site outside the hours of 6am – 10pm except in exceptional circumstances
- Controlling the use of outside areas by staff at night
- Employment of a named liaison officer to provide information to local residents and landowners and to be a point of contact to resolve issues/complaints.

6.10.11 With the implementation of these noise control measures, no significant adverse impacts are predicted as a result of the operation of the proposed development.

#### Construction Noise

6.10.12 In terms of construction noise, best practice measures for the reduction of noise would be implemented through the operation of a Construction Environmental Management Plan (CEMP). Network Rail as a matter of course notify local residents, as required, in advance of scheduled noisy construction works. This covers both works under railway possession and during normal working hours (i.e. unrelated to railway possessions). These activities would be strictly controlled by an application under Section 61 of the Control of Pollution Act 1974 (CoPA) and the Construction Environmental Management Plan (CEMP), both of which are required to be approved by Haringey Council prior to any works taking place on site.

6.10.13 The s106 agreement will commit Network Rail to require all on-site contractors to comply with the Considerate Constructors Scheme.

### **6.11 Socio-Economic Assessment /Employment**

6.11.1 The socio-economic impacts of the proposed development, both in terms of the construction and operation have been assessed. The assessment includes the effects on economics, employment and incomes and the effects on local community facilities.

6.11.2 There would be an estimated 126 staff based at the proposed facility, including office staff (managers and technical and admin support), skilled and semi-skilled

depot staff, and train servicing staff. Employment opportunities would also include entry level jobs, potentially helping to tackle unemployment in the area. The s106 heads of terms include provision of a monetary contribution towards the funding of a programme of employment skills training targeted to local people in addition to apprenticeship opportunities for local people during construction and operation.

6.11.3 There would be a knock on effect to the immediate locality, as economic activity would increase through employee spend at local businesses in areas such as Turnpike Lane, particularly retail outlets and cafes and restaurants.

6.11.4 Overall, the impact of the proposed scheme is considered to have a beneficial, impact in terms of employment and contribution to the immediate local economy, albeit minor.

## **6.12 Water Resources**

6.12.1 PPS25 “Development and Flood Risk” seeks to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding. Where new development is necessary in such areas the policy aims to make it safe without increasing flood risk elsewhere and where possible reducing flood risk overall.

6.12.2 The Environmental Statement makes an assessment of the proposed scheme on the water environment during both construction and operation, including water quality, water usage and flooding. There are two watercourses within close proximity of the site, the Moselle Brook which is culverted beneath the railway and the New River which is an entirely artificial watercourse.

6.12.3 Environment Agency flood maps indicate the site is within an area of low probability of flooding. Notwithstanding this a full Flood Risk Assessment (FRA) is provided in Appendix 13.1 of the Environment Statement.

6.12.4 During construction there would be a risk to water quality resulting from the potential spillage or run-off of contaminants, the most significant sources being silt, contaminated silt, hydrocarbons or cement and concrete wash water, into local watercourses. Construction activities will be managed and controlled through the operation of a Construction Environmental Management Plan (CEMP).

6.12.5 Operationally, the most significant water consumption activity is the train wash facility. However, modern wash facilities are capable of capturing and recycling 60 – 70% of the water they use. Furthermore, the location of the train wash adjacent to the proposed main depot building, which consists of a large roof area, is ideal for the capture of rain water to be used in the train wash facility. Low water use appliances fitted within the depot building would minimise water consumption in staff facilities

6.12.6 Mitigation for water quality and flood risk would be provided through the provision of a suitable new drainage system, including sustainable drainage techniques where appropriate. The Environment Agency initially objected to the proposed development however on the submission of an amended Flood Risk Assessment



the Agency is now satisfied with the submission details and has no objection subject to the imposition of a number of conditions of consent.

### **6.13 Sunlight, Daylight and Shadow**

- 6.13.1 An assessment of the impact of the proposed development on sunlight and daylight availability to properties surrounding the site has been undertaken. The assessment included consideration of potential impacts on the proposed Clarendon Square development to the east which is subject to a current outline planning application.
- 6.13.2 The general orientation of the proposed railway development is North – South. The tallest building is the maintenance depot which would have a height of 11m above ground level. The surrounding properties and amenity areas (existing and proposed) are located at a minimum distance of 25m from the nearest proposed building.
- 6.13.3 The assessment within the Environmental Statement uses sunlight and daylight calculations based on Building Research Establishment (BRE) standards, guidance and methodology. The Vertical Sky Component results show that there would be no significant adverse effects on day lighting to surrounding properties. Furthermore, there are no significant adverse impacts on sunlight identified when measuring sunlight effects in accordance with the BRE guidance.
- 6.13.4 The projected shadows of the proposed scheme for the summer and winter solstices and autumn equinox are shown in appendix 14.1 of the ES. The sequences of images highlight that the effect on the proposed scheme on surrounding development is not significant. Projected shadows of the proposed scheme do not extend to the surrounding areas until late evening when substantial shadowing is caused by buildings in the vicinity, as would be expected for this time of day. Given that there are no significant adverse effects identified as a result of the proposed scheme, no mitigation measures are proposed.

### **6.14 Lighting**

- 6.14.1 As set out in the Haringey Unitary Development Plan policy ENV7 “Air, Water and Light Pollution”, it is acknowledged that inappropriate lighting can cause light pollution to habitable rooms nearby and/or can contribute to light pollution of the night sky. Additional guidance is also set out in Haringey’s Supplementary planning guidance and documents, including the Draft Sustainable Design and Construction SPD
- 6.14.2 The EIA has identified areas adjacent to the site that are particularly sensitive to the effects of light spillage and include nearby existing and proposed residential properties and areas that may contain bat and bird habitat. In addition, the sky and the operational railway land itself were also considered.
- 6.14.3 Lighting during the day and night would be required within all buildings, stabling sidings and circulation areas. Four types of lighting requirements have been identified within the site and are described below.

1. Roads, Parking and External Areas around buildings

6.14.4 Generally external lighting around the perimeter of the maintenance depot and ancillary buildings would comprise a combination of wall mounted high intensity discharge luminaries. Standard column mounted luminaries would be installed on vehicle access road and car parking areas and metal halide floodlights would be located above all exit doors.

2. Sidings and Track

6.14.5 A combination of high masts and standard lighting columns would be installed. Luminaries would include full cut-off/asymmetric reflectors to prevent light spillage to adjacent areas, dwellings and the main line. Column heights have been specified to be as low as possible and have a height of 4m only, wherever possible. However in certain locations it may be necessary for the columns to be 8 or 12m in height. The two tall lighting columns currently present on the Coronation Sidings site will be removed.

3. Footpaths

6.14.6 Low level bollard lights would be installed to all dedicated external footpaths.

4. Maintenance Depot

6.14.7 The proposed building material includes “Kalwall” panels. The panels diffuse light, thereby reducing light pollution from the building and eliminating direct night time illumination when compared to normal glazing. The Kalwall panels also maximise day light to the internal spaces during the day, thus reducing energy demand the consequently CO2 emissions. A system of internally automatically controlled louvers and blinds are proposed to reduce night time light pollution from the building. A condition requiring details of the shading system and its retention and operation are proposed.

6.14.8 External to the main entrance of the maintenance depot, recessed architectural ground mounted LED up-lighters would be installed to illuminate the underside of any roof overhang. Anti-glare baffles would be used to reduce glare.

6.14.9 The External Lighting Strategy (Ref: REP-PL-HOR-007A) submitted in support of the application provides details of lighting control. The external lighting will generally be controlled in various zones relating to the activity taking place: Zone 1: Stabling including UFC / CET / Tanking Water / Cleaning; Zone 2: Authorised Walkways; and Zone 3: Depot site, car parking, access roads and general footpaths

6.14.11 Each external lighting zone will be controlled from a number of external feeder pillars (final location to be agreed). Time switches will be of the 7-day multi-programmable digital type allowing a minimum of three ‘On’ and three ‘Off’ positions. Lighting within the CET / Tanking Water / Cleaning zones will be provided with localised manual switching facilities to illuminate the specific cleaning positions relative to the rolling stock cleaning / maintenance locations. Once the cleaning

operation has been completed the lighting to CET /Tanking Water /Cleaning zones will be extinguished, however authorised walkways would remain illuminated.

6.14.12 The Environmental Statement, Planning Statement and Drawings and an External Lighting Strategy (REP-PL-HOR-007A) provide details of lighting. However, the supporting information, including the External Lighting Strategy, provides only a broad strategy for the lighting of the site and associated facilities. The level of detail submitted was not considered to be sufficient to either undertake a comprehensive assessment of the potential lighting impacts on adjacent sites or to address the objections of residents who raised the issue of light pollution as one of their greatest concerns. The Council therefore requested that additional information be provided. The applicant has subsequently submitted “Additional Lighting Details” (Ref: REP-PL-HOR-013A) which sets out an indicative detailed lighting scheme. The document provides details of the type and appearance of lighting units, the likely location of the lighting units and predicted lux levels (light spillage diagrams).

6.14.13 The lux level drawings show the amount of light falling outside the boundary and on residential land is very limited (predominantly to the south end of the site) and never more than 10 lux. The large majority of light falling outside the site would be no more than 5 lux and in many cases below 1 lux. The 10 lux spill is limited to the end of residential gardens. The drawings indicate that no light would fall on any properties to the west of the application site.

6.14.14 It should be noted that the “Additional Lighting Details” are an indicative scheme only as the final design will be informed by the appointed depot contractor. As such, a detailed lighting planning condition is proposed providing the Council with control over the final detailed lighting design.

6.14.15 Overall it is considered that the supporting documents indicate that the lighting scheme will be designed to balance the need for operational activities to be undertaken in a safe and efficient manner whilst having regard for the need to prevent unacceptable light pollution to adjoining sites and control over the final detailed lighting plans will be provided to the local planning authority through the impositions of a planning condition.

## **6.15 Waste Management**

### Demolition and Construction Waste

6.15.1 The proposed development would generate demolition and construction. The project aims to achieve Good Practice with regards to waste recovery, as set out by Waste and Resources Action Programme (WRAP). In order to achieve this, a number of measures are proposed (as described in section 4.19/7 to 4.19.20) and would include Site Waste Management Plan (SWMP).

### Operational Waste

6.15.2 The operational waste streams would be similar in nature to the current operational waste streams on the site, as the proposed uses of the facilities would be similar.

These are likely to comprise paper and plastics from packaging materials, food waste, glass, cardboard, wood and hazardous materials in the form of crushed lamps, aerosols cans and empty oil containers.

6.15.3 Two waste storage/waste compactor areas are proposed as part of the development. The facility to the north of the proposed maintenance depot would be approximately 81sqm and would store and compact waste from trains and waste generated from maintenance works. The second facility, to be located to the west of the existing wheel lathe, would be approximately 48sqm and would deal with waste from trains in the stabling sidings area. Waste compaction would occur on a daily basis and removal of waste from these two facilities would occur once per week. The storage areas would drain to foul water drains. In cases where potentially polluting materials are to be stored, they would be effectively contained, for example within a bunded area. A secured area would be constructed for the storage of all hazardous waste.

6.15.4 A planning condition requiring details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials, will ensure compliance with the relevant standards. A further condition would specifically relate to the storage of oils, fuels and chemicals.

## 6.16 Construction

6.16.1 The planned introduction of the new Thameslink trains on the network from 2015 will require the construction of the depot facility to be completed by the end of 2013 to enable a period of testing and commissioning of the new fleet prior to the trains entering service. The depot construction programme is therefore planned to commence in late 2011, subject to planning permission, and last for a period of approximately 24 months.

6.16.2 The final construction methodology has not been confirmed however it is envisaged that the construction would be undertaken in three phases.

1. Ground works, including any necessary levelling of the site and reinforcement or reconstruction of existing retaining walls.
2. Construction of the building frame and cladding the frame.
3. Building fit out.

6.16.3 The construction works will generally be undertaken within normal working hours i.e. 08:00 to 18:00 Monday to Friday (excluding public holidays) and 08:00 to 13:00 Saturday. However some construction activities may be required to be undertaken outside of these hours for safety and operational reasons. Works affecting the mainline would entail temporary railway closures known as railway possessions and would be carried out during night time and/or weekend hours. These works would include:

- Works to the pedestrian footbridge at Hornsey Station;
- Widening of the New River and Turnpike Lane Bridges;

- Main line connections; and
- Construction activities where plant must be located close to the railway e.g. piling

6.16.4 In addition, the following activities may be undertaken within a period of one hour before and after the defined normal working hours:

- Arrival and departure of workforce on site
- Deliveries and unloading
- Check and examination of plant and machinery (including test running) and the essential maintenance/repairs
- Site inspections and safety checks
- Site clean-up

6.16.4 Management of the demolition and construction activities would be the responsibility of the appointed contractor. However, the Sustainability Statement sets out the processes in place to ensure sustainable site management is carried out. A set of planning conditions, including the provision of a Construction Environmental Management Plans (CEMP), Construction Phase Traffic Management Plan and registration under the Considerate Constructors Scheme among other requirements, would ensure compliance with the prescribed processes, practices and mitigation measures identified in the Environmental Statement.

## **6.17 Sustainability and Energy**

6.17.1 PPS1 Delivering Sustainable Development confirms sustainable development as the core principle underpinning planning and sets out the Government's principles for delivering sustainable development by way of the planning system. PPS1 advises that planning should promote sustainable development and inclusive patterns of development by:

- Making land available for development
- Contributing to sustainable economic development
- Protecting and enhancing the natural and historic environment
- Ensuring high quality development through good and inclusive design
- Ensuring that development supports existing communities

6.17.2 The planning application is submitted with an accompanying Sustainability Statement (Document Ref: REP-PL-HOR-011A) and Energy Statement (Document Ref: REP-PL-HOR-008A) which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.

6.17.3 As outlined in the sustainability statement, the key sustainability objectives of the Thameslink Programme are to:

- Restrict carbon emissions
- Use sustainable materials in a sustainable way
- Minimise waste production
- Conserve water supplies
- Protect land and minimise pollution
- Protect and enhance biodiversity
- Protect and enhance cultural heritage
- Support health and amenity
- Support sustainable transport

#### Planning of the Site

6.17.4 The assessment criteria for the site selection process included planning and environmental constraints, among other criteria. The site being an existing railway land, accords with governmental planning policy by reuse rather than procuring brown or green field land. Following selection of the Hornsey site, the layout of the scheme was considered in response to the site constraints (further details provided within the Design and Access Statement).

#### Environmental Assessment Method

6.17.5 In addition to the Sustainability Statement, an energy and carbon emissions assessment has been provided within the Energy Statement (Document Ref: REP-PL-HOR-008A). The BRE Environmental Assessment Method (BREEAM) is the leading and most widely used environmental assessment method for buildings and sets the standard for best practice in sustainable design. The proposed development seeks to achieve a BREEAM rating of “Very Good” and a pre-assessment (Sustainability Statement – Appendix A) has been completed by a licensed BREEAM Assessor demonstrating how the target rating could be achieved. Conditions of consent and s106 obligations will require the development to achieve BREEAM Very Good in accordance with the 2008 BREEAM scheme for which the Development is registered.

#### Materials

6.17.6 The main depot building is to be constructed of Kalzip and Kalwall. Kalzip is made from aluminium and is to be the principle cladding material. The material has excellent thermal performance and is lightweight. While production of aluminium is energy intensive, the recycling of Kalzip required 95% less energy than primary production with no loss of quality or volume.

6.17.7 Kalwall is a translucent fenestration material with a number of sustainability credentials including low solar gain preventing overheating, daylight to spaces reducing requirement for artificial lighting, lightweight requiring no mechanical lifting equipment, panels contain 22% recycled content and are 100% recyclable and diffuse light thus reducing light pollution.

6.17.8 In addition, where possible, reclaimed goods and materials (e.g. Steel, crushed aggregate etc) will be used. For example stabling sidings and new track will be

largely from recycled or re-used rail (Network rail track is currently 98% from recycled materials and 2% is re-used).

6.17.9 A number of other issues are covered by the Sustainability Assessment, including Water and Flood Risk, Ecology and Biodiversity, Transport, Operation and Demolition and Construction. However, these issues are covered in detail in other sections of this report and therefore are not repeated here.

## **6.18 Equalities Impact Assessment**

6.18.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. An Equalities Impact Assessment is undertaken to evaluate the effects of the proposed scheme on people depending on their ethnicity, gender, age, disability, religion and belief or sexual orientation.

6.18.2 In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

6.18.3 Some policies, projects, functions, major developments or planning applications may have a greater impact on equality and diversity than others. The Council has developed a screening tool to help identify whether a full Equalities Impact Assessment (EqIA) should be undertaken. An EqIA screening has been undertaken (Planning Statement section 4.3 and Appendix I) and found that there are no adverse or unequal impacts identified across each of the equality strand and that a full EqIA is not considered necessary for this particular application.

## **6.19 Planning Obligations – Section 106 Legal Agreement and Heads of Terms**

6.19.1 Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that may have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new developments. Guidance is set out in Circular 05/2005 "Planning Obligations" and the Councils Development Plan policies and supplementary planning guidance, specifically SPG10a "Negotiation, Management and Monitoring of Planning Obligations" (Adopted 2006).

6.19.2 The policy tests which planning obligations must meet in order to be lawful were recently enshrined in statute by the Community Infrastructure Levy Regulations 2010. The Regulations provide the framework for the transition from the current planning obligation system to the new tariff-style charge – the community infrastructure levy (CIL). Planning obligations must be: 1) necessary to make the development acceptable in planning terms, 2) directly related to the development, and 3) fairly and reasonably related in scale and kind to the development.

6.19.3 The Development has various implications that need to be addressed in a s106 agreement:

- the creation of a new pedestrian access to the proposed depot on Turnpike Lane requiring safety, lighting and environmental improvements in the vicinity;
- higher vehicle flows along roads to an existing site access with a consequent need for improvements for pedestrians and cyclists in the vicinity;
- securing, as far as is possible, continued public use of the footbridge over the rail lines linking to Hornsey Station to maximise pedestrian links;
- improvements to Hornsey Station to promote greater use including by employees working on the site;
- improving lighting for pedestrians using the 'Penstock Path' tunnel (that is to be widened during construction of the proposed depot passing under the rail lines linking from Mary Neuner Way) and measures to prevent/reduce water penetration through the roof of the tunnel;
- enhanced visual screening of the proposed depot by new planting especially along the western side of the existing rail lines on third party land (subject to the landowners' agreement);
- measures to promote greater use of local labour, including apprenticeships targeted to local people, during construction and use of the new depot;
- specifying site management arrangements when the depot is completed to minimise disturbance to existing and potential new residents in the vicinity of the site;
- ensuring the achievement and maintenance of air quality standards; and
- as part of the regeneration area of Haringey Heartlands, enabling the development to contribute to planning the next phase of regeneration.

6.19.4 The draft heads of terms for the s106 agreement is attached at Appendix 5 to this report and is structured to address these implications as follows:

- Sustainability
- Transport and access improvements
- Environmental improvements
- Employment skills training, local labour and apprenticeships
- Reinstatement and maintenance of landscaping and open space
- Site management
- Area planning and improvements.



- 6.19.5 The applicant/landowner (Network Rail) has agreed the attached draft s106 heads of terms. Total funding to be paid to the Council to address the implications is £735,000. Network Rail will also invest up to an additional £994,000 (approx.) in implementing the specified measures to be undertaken either on its land or on 3rd party land (subject to those owners' agreement). The total s106 therefore represents investment of approx. £1,729,000 to address the implications of the scheme and reduce its impact on local residents. The total estimated cost of the proposed Depot is approximately £200m.
- 6.19.6 These measures represent a comprehensive package to deal with the key implications of the development and are considered appropriate to the scale of the development.

## **7. SUMMARY AND CONCLUSION**

- 7.1 The detailed assessments outlined in this report demonstrate that there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance.
- 7.2 The current scheme represents an amendment to the previous scheme (HGY/2009/145) in response to concerns raised at that time and comprises a reduction in the maximum height and width of the maintenance depot building of 2.1m and 16.5m respectively. The result is an overall smaller facility to a house three road scheme rather than the initially proposed six road scheme. The amendments also reduce the impact on the designated green chain corridor and allow the existing embankment to be retained and enhanced for both visual screening and habitat creation.
- 7.3 National and Regional policy emphasise the importance of meeting increasing demand for travel and the importance of the railways in providing a sustainable mode of transport. The importance of new and/or improved transport infrastructure is also acknowledged in planning policy. Haringey Unitary Development Plan and Core Strategy also support improvements to local transport infrastructure to support growth of communities and the economy.
- 7.4 The proposed Thameslink maintenance depot is considered to be an appropriate re-use of operational rail land, would deliver an identified strategic infrastructure project and contribute to the improvements in the operation of the rail network in line with national policy which encourages sustainable development and public transport use.
- 7.5 The design of the buildings, site layout and landscaping is considered appropriate in scale within its setting and surroundings and it is accepted the location of the facilities is largely determined by technical, operational and physical constraints of the site.
- 7.6 The application, including Environmental Statement and other supporting documentation is considered to have addressed all the likely environmental impacts (in particular those relating to ecology, flooding/drainage, construction, noise, lighting and visual impact) of the development and appropriate measures to mitigate such impacts.

7.7 The impact on neighbouring properties has been carefully assessed and it is considered impacts from the proposed development could be adequately mitigated through the imposition of conditions and s106 legal obligations.

7.8 On balance, it is considered that the proposed development is largely consistent with the intent of relevant National, Regional and Local Planning policies and that subject to appropriate conditions and s106 contributions the application should be approved.

## **8.0 HUMAN RIGHTS**

8.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decision of this Committee will accord with the requirements of the above Act and Order.

## **9.0 RECOMMENDATION 1**

That planning permission be granted in accordance with planning application reference HGY/2011/0612 subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with the London Borough of Haringey (under Section 106 of the Town and Country Planning Act (as amended) 1990) in order to secure the Heads of Terms in Appendix 5, covering the following general items:

- Sustainability
- Transport and access improvements
- Environmental improvements
- Employment skills training, local labour and apprenticeships
- Reinstatement and maintenance of landscaping and open space
- Site management
- Area planning and improvements

### **Monitoring**

To ensure that the s106 obligations are honoured in a full and timely manner, implementation of the s106 obligations will be subject to regular monitoring and target dates will be set where appropriate.

## 10.0 RECOMMENDATION 2

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement in accordance with the approved plans and documentation as follows:

| <b>DOCUMENTS</b>   |                                       |
|--|---------------------------------------|
| <b>Title</b>   | <b>Document Reference</b>             |
| Planning Statement   | REP-PL-HOR-001A                       |
| Design and Access Statement  | REP-PL-HOR-002A                       |
| Environmental Statement Appendix 5.1 – Transport Assessment                          | REP-PL-HOR-003A                       |
| Travel Plan  | REP-PL-HOR-004A                       |
| Environmental Statement Vol 1: Main Report   | REP-PL-HOR-005A                       |
| Environmental Statement Vol 3: Technical Appendices Part 2 – Flood Risk Assessment   | REP-PL-HOR-006A                       |
| External Lighting Strategy   | REP-PL-HOR-007A                       |
| Energy Statement   | REP-PL-HOR-008A                       |
| Environmental Statement Vol 4: Non Technical Summary                                 | REP-PL-HOR-009A                       |
| Environmental Statement Vol 2: Technical Appendices                                  | REP-PL-HOR-010A                       |
| Sustainability Statement   | REP-PL-HOR-011A                       |
| Assessment of Visual Effects on Views from One Additional Viewpoint (Reissue Aug 11) | REP-PL-HOR-012A                       |
| Additional Lighting Details (Reissue Aug 11)   | REP-PL-HOR-013A                       |
| Environmental Statement Volume 3: Appendices Part 2- Appendix 13.1 FRA               | REP/143/10_A1; REP/143/1/0_A3May 2011 |

| <b>PLANS</b>       |             |  |
|--------------------|-------------|--|
| <b>Plan Number</b> | <b>Rev.</b> | <b>Plan Title</b>  |
| HOR-GX-200         | 04          | Hornsey Location Plan                                    |
| HOR-GX-201         | 07          | Hornsey Site Plan  |
| HOR-GX-202         | 05          | Hornsey Revised Scheme Principal Changes                 |
| HOR-CB-001         | 05          | Hornsey Depot Retaining Walls General Arrangements       |
| HOR-CB-101         | 05          | Hornsey Station Footbridge Existing Layout               |
| HOR-CB-102         | 05          | Hornsey Station Footbridge Proposed Layout               |
| HOR-CB-201         | 04          | New River Under Bridge Proposed Widening                 |
| HOR-CB-301         | 05          | Turnpike Lane Under Bridge Proposed Widening             |
| HOR-PL-004         | 03          | Hornsey Main Depot Building Ground Level Plan            |
| HOR-PL-005         | 03          | Hornsey Main Depot Building First Level Plan             |
| HOR-PL-012         | 00          | Hornsey UFC Facility: Plan, Elevations & Sections        |
| HOR-PL-013         | 00          | Hornsey Train Wash Facility: Plan, Elevations & Sections |
| HOR-SE-007         | 03          | Hornsey Sections BB, CC                                  |
| HOR-SE-008         | 03          | Hornsey Roof Plan, Section AA, Elevation E               |
| HOR-SE-009         | 03          | Hornsey Elevations N, S, E                               |
| HOR-CH-210         | 05          | Hornsey Fire Tender: Track Runs Around Main Depot        |
| HOR-CH-211         | 05          | Hornsey Max Legal Articulated Vehicle: Track Runs        |

|                 |    |  |
|-----------------|----|--|
| HOR-CH-212      | 05 | Hornsey Skip & Large Refuse Vehicle: Track Runs Main Depot |
| HOR-CH-216      | 01 | Max Articulated Lorry Track Runs for Existing Road         |
| HOR-CX-001      | 05 | Hornsey Demolition/Diversion Requirements                  |
| HOR-CX-200      | 05 | Hornsey Proposed Fencing                                   |
| HOR-LA-001      | 02 | Hornsey Landscape Plan 1/3                                 |
| HOR-LA-002      | 02 | Hornsey Landscape Plan 2/3                                 |
| HOR-LA-003      | 01 | Hornsey Landscape Plan 3/3                                 |
| HOR-CU-210      | 04 | Hornsey Depot External Lighting Strategy                   |
| HOR-CR-210      | 03 | Standard Details Sheet 1 of 2                              |
| HOR-CR-211      | 01 | Standard Details Sheet 2 of 2                              |
| HOR-CE-001      | 06 | Hornsey Detailed Cross Sections: Sections A-A, B-A, C-C    |
| HOR-CE-002      | 06 | Hornsey Detailed Cross Sections: Sections D-D, E-E and F-F |
| HOR-CE-003      | 05 | Hornsey Detailed Cross Sections: Sections G-G, H-H and I-I |
| HOR-CE-004      | 06 | Hornsey Detailed Cross Section Location Plan               |
| HOR-GX-003      | 04 | Photo Survey – Structures                                  |
| HOR-GX-004      | 04 | Photo Survey – Utilities/Drainage                          |
| HOR-GX-005      | 04 | Photo Survey – Rail  |
| HOR-GX-006      | 04 | Photo Survey – Geo-Technics                                |
| HOR-GX-007      | 04 | Photo Survey - Transport                                   |
| CB-HOR-SK-001   | 01 | Temporary Vehicle Access Bridge to Contractor Compound     |
| HOR-E-001 – 008 | 01 | External Lighting/Layout Drawings                          |
| HOR-E-101 – 108 | 01 | Lux Level Plans  |

Subject to the following conditions:

#### COMMENCEMENT OF DEVELOPMENT

1. The development to which this permission relates must be commenced not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

#### DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details.

#### DETAILS OF MATERIALS

3. Notwithstanding the description of the materials in the application, no construction shall be commenced until precise details and samples of the facing materials and roofing materials to be used for the external construction of the development

hereby approved have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

CONTROL OF EXTERNAL NOISE

4. The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises (as well as the western building boundary of Blocks 1, 2 and 7 as detailed within the Clarendon Square Planning Application Ref: HGY/2009/0503), shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order to protect the amenity of nearby residential occupiers.

NOISE CONTROL

5. The development shall not be brought into use until a report has been submitted to and approved by the Council that demonstrates that the operational noise from all moving sources on the depot shall not exceed the levels in the table below at specific receptors around the site.

| Receptor   | Daytime<br>dBLAeq, 0600-0000 | Night-time<br>dBLAeq, 0000-0600 |
|--|------------------------------|---------------------------------|
| 1 to 25 Fyfe,<br>Chadwell Lane   | 56                           | 54                              |
| 120 Turnpike Lane  | 64                           | 56                              |
| 165 Wightman<br>Road   | 55                           | 48                              |
| 329 Wightman<br>Road   | 55                           | 48                              |
| Westpoint<br>Apartments  | 58                           | 50                              |
| Western Boundary<br>Edge of Blocks 1, 2,<br>and 7 of the<br>proposed<br>Clarendon Square<br>Development<br>(HGY/2009/0503) | 56                           | 54                              |

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

#### LIGHTING PLAN

6. Notwithstanding the details of lighting referred to in the submitted External Lighting Strategy (Document Ref: REP-PL-HOR-007A) and Additional Lighting Details (Document Ref: REP-PL-HOR-013A), a detailed Lighting Plan, including light scatter diagrams and full details of measures to minimise light pollution to adjoining residential properties, will be submitted to and approved in writing by the Local Planning Authority before the development is brought into use. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority. The Lighting Plan shall be produced by a competent person(s) and specify: a) the lamps, luminaries and columns; b) design, height and angle/positioning of lamps; c) screening, vegetation to contain light spill d) future maintenance and post-installation checks to ensure compliance; e) modelling of the light levels and light spill upon nearby receptors.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

#### DEPOT SHADING SYSTEM

7. The development shall not be brought into use until details of the internal shading system proposed to control external light glare from the maintenance depot building have been submitted to and approved in writing by the Local Planning Authority. The shading control system shall be installed in accordance with the approved details and thereby operated and maintained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

#### LANDSCAPING – LANDSCAPING SCHEME

8. Notwithstanding the details of landscaping referred to in the application and shown on drawings HOR-LA-001, HOR-LA-002 and HOR-LA-003, the development shall not be brought into use until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include a) those existing trees to be retained; b) those existing trees to be removed; c) those new trees and shrubs to be planted together with a schedule of species d) hard surfacing, means of enclosure and any acoustic fencing required.

Reason: To enhance the appearance of the development and in the interest of safeguarding the amenities of residents in the area.

#### LANDSCAPING – IMPLEMENTATION/MAINTENANCE

9. All landscaping and ecological enhancement works, including planting, seeding or turfing comprised in the approved scheme of landscaping shall be completed no

later than the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of FIVE years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority. All hard landscaping and means of enclosure shall be completed before the development is occupied.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area.

#### LANDSCAPING – PROTECTION OF EXISTING TREES

10. No development shall commence until an Arboricultural method statement, including a tree protection plan, has been prepared in accordance with BS5837:2005 "Trees in Relation to Construction", and approved by the Local Planning Authority. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site and retained until completion. It must be designed and installed as recommended in the method statement. The protective fencing must be inspected by the Council Arboriculturalist, prior to any works commencing on site and remain in place until works are complete.

Reason: To protect the trees which are to be retained and in the interest of the visual amenities of the area.

#### JAPANESE KNOTWEED

11. Prior to the commencement of development, a detailed method statement for the removal or long-term management/eradication of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, trimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement. Please note that if any of the Japanese knotweed plants are close to water, including watercourses, ditches or standing water, then Environment Agency consent is required if it is to be treated with a herbicide.

Reason: In order to ensure the eradication of Japanese Knotweed which is an invasive plant and the spread of which is prohibited under the Wildlife and Countryside Act 1981.

#### BOUNDARY TREATMENT

12. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

#### RETAINING STRUCTURES

13. Before any construction work commences, details of the retaining structures shown on drawing HOR-CB-001, including materials to be used, shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with the approved details.

Reason: To ensure the external appearance of the retaining structures is not detrimental to the character of the locality.

#### ECOLOGICAL MANAGEMENT

14. Prior to the commencement of the demolition and construction an updated bat survey and invertebrate survey shall be undertaken and submitted to and approved in writing by the local planning authority. The development hereby approved shall not commence until full details of a site wide Ecology Management Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development maximises the ecological potential of the site

#### POLLUTION PREVENTION

15. The development hereby approved shall not commence until full details of a site wide Pollution Prevention Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development prevents pollution of the environment.

#### CONTAMINATED LAND – REMEDIATION STRATEGY

16. The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority:

- (a) A desk top study documenting all the previous and existing land uses of the site and adjacent land, potential contaminants that might be expected, given those



uses, and other relevant information in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2001 - Investigation of Potentially Contaminated Sites - Code of Practice. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to and approved by the Local Planning Authority.

- (b) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study and conceptual model, in accordance with BS10175:2001; and, unless otherwise agreed in writing by the Local Planning Authority,
- (c) A detailed scheme for undertaking the remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include the nomination of a competent person to oversee the implementation of the works and a process for monitoring the works and reporting any variations from the agreed scheme.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

#### CONTAMINATED LAND – VERIFICATION REPORT

- 17. The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by a competent person. Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise: (a) as built drawings of the implemented scheme; (b) photographs of the remediation works in progress; and (c) certificates demonstrating that imported and/or material left in situ is free from contamination. Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under Condition 16.

Reason: To safeguard the health of future residents or occupiers of the site.

#### USE OF CLEAN UNCONTAMINATED MATERIAL

- 18. No soils or infill materials shall be imported onto the site until it has been satisfactorily demonstrated that they present no risk to human health, planning and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis, test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import on site of material classified as 'waste; is only acceptable with the prior written approval of the Local Planning Authority.

Reason: To ensure that no contaminated land is brought on site.

#### METHOD OF PILING

19. The development hereby approved shall not commence until the method of piling foundations for the development has been submitted to and approved in writing by the Local Planning Authority prior to any development commencing. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent the contamination of the underlying aquifer.

#### ARCHAEOLOGICAL WATCHING BRIEF

20. No development shall take place within the application site until the applicant has secured the implementation of an archaeological watching brief and a programme for the recording of built heritage structures, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains on the site shall be adequately investigated and recorded during the course of the development and the findings of such investigation and recording reported

#### WASTE MANAGMENT

21. A detailed scheme for the provision of refuse, waste storage and recycling within the site, including location, design, screening, and operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme shall be carried out in strict accordance with the approved details.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities.

#### STORAGE OF OILS, FUELS AND CHEMICALS

22. Any facilities above ground for the storage of oils, fuels or chemicals shall be sited on an impervious base and surrounded by impervious walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work must be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets must be detailed to discharge into the bund. All works and facilities as referred to above shall be constructed and completed in accordance with plans submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment.

#### HOARDINGS

23. Prior to the commencement of development full details of a scheme for the provision of hoardings to be erected around the site from the commencement of works and to be retained during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved unless otherwise agreed in writing by the local planning authority.

Reason: In order to have regard to the visual amenity of the locality and the amenity of local residents, businesses and visitors during construction works.

#### CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

24. The development hereby approved shall not commence until a Construction Environmental Management Plan, including Site Waste Management Plan and a Site Management Plan, has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

#### CONSTRUCTION DUST MITIGATION

25. No development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the site specific Construction Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works being carried out on the site. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: To protect the environment and amenities of the locality.

#### CONSTRUCTION PHASE TRAFFIC MANAGEMENT PLAN

26. The development hereby permitted shall not be commenced until a Construction Phase Traffic Management Plan (incorporating Travel Plan), including a construction

logistics plan and a construction vehicle routing plan, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented at all times during the construction of the development, to the satisfaction of the Local Planning Authority.

Reason: In the interest of residential amenity and highway safety and to promote sustainable transport.

#### CONSTRUCTION HOURS

27. Operations in relation to construction for which noise is greater than 50dBLAeq, 1hour at the nearest residential boundary shall be restricted to the hours of 0800 and 1800 on Mondays to Fridays and between 0800 and 1300 on Saturdays and at no time on Sundays or Statutory holidays without the prior written approval of the Local Planning Authority under Section 61 of the Control of Pollution Act 1974.

The following enabling activities may be required to take place within a period one hour before and one hour after normal working hours:

- Arrival and departure of workforce on site;
- Deliveries and unloading;
- Check and examinations of plant and machinery (including test running) and the carrying out of essential repairs / maintenance to plant and machinery;
- Site inspections and safety checks; and
- Site clean-up

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

#### CONSTRUCTION – ON-SITE CONTACT

28. At the time of the commencement of works, an on site contact shall be provided on a 24hour per day basis for residents to report any disturbances or issues arising from the construction of the site

Reason: To ensure that any disruption to neighbouring residents can be reported immediately.

#### CONSTRUCTION BRIDGE

29. The proposed temporary vehicle access bridge, as shown on approved drawing CB-HOR-SK-001, shall be removed prior to the completion of the development. The access bridge shall only be used in connection with the construction and commissioning of the development.

Reason: To ensure the long term planning of the locality is not prejudiced.

#### TEMPORARY PEDESTRIAN ACCESS

30. Details of the temporary measures to provide pedestrian access between Hampden Road, Tottenham Lane, and Hornsey Rail Station shall be submitted to and agreed in writing by the Local Planning Authority prior to the closure of the existing pedestrian footbridge for construction purposes. These temporary measures shall remain in place until the extended pedestrian footbridge is made available for public use.

Reason: To ensure pedestrian safety and access.

#### CCTV AND SECURITY LIGHTING

31. Prior to occupation of the development a scheme showing full details for the following shall be submitted to and approved in writing by the Local Planning Authority.

- a) CCTV;
- b) Security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties.

#### SIGNAGE

32. Prior to occupation of the development, precise details of any signage proposed as part of the development shall be submitted to and approved in writing by the local planning authority.

Reason: to achieve good design throughout the development and to protect the visual amenity of the locality.

#### BREEAM – DESIGN STAGE ASSESSMENT

33. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Notwithstanding the BREEAM pre-assessment referred to in the submitted Sustainability Statement (Document Ref: REP-PL-HOR-011A), a BREEAM design stage assessment will be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

#### BREEAM CERTIFICATE

34. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

#### TRANSPORTATION - ELECTRIC VEHICLE CHARGING POINTS

35. Prior to occupation of the development, an electric vehicle charging point shall be provided within the car parking area.

Reason: To encourage the use of sustainable modes of transport.

#### TRANSPORTATION - DELIVERY AND SERVICING PLAN

36. Prior to the commencement of the development a Delivery & Servicing Plan (DSP) should be submitted for the approval of the LPA. It is also recommended that the DSP explore the use of rail as an option for minimising the use of HGV’s for servicing the site.

Reason: In order to minimise and confine delivery and servicing traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

#### TRANSPORTATION - CONSTRUCTION LOGISTICS PLAN

37. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. It is also recommended that the transportation of construction materials by rail should be explored. This is to minimise the level of construction vehicle trips to/ from the site; hence reduce highway and traffic impact to the local highway network.

Reason: In order to confine construction traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

#### TRAVEL PLAN

38. Prior to occupation of the development, a Travel Plan in compliance with Transport for London Guidance shall be submitted to and approved by the Local Planning Authority.

Reason: In order to encourage the use of sustainable modes of transport for journeys to/from the site.

#### ENVIRONMENT AGENCY – FLOOD RISK ASSESSMENT

39. The development hereby approved shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), REP 143-10\_A1, REP-143-10\_A3, May 2011 and the following mitigation measures detailed within the FRA:

- limiting the surface water run-off generated by the 1 in 100 chance in any year critical storm event, taking the effects of climate change into account, to green field run-off rates to minimise the risk of flooding off-site;
- provision of on site storage to attenuate all storm events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account;

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

#### ENVIRONMENT AGENCY - SURFACE WATER DRAINAGE

40. The development hereby approved shall not commence until a scheme for the provision of Surface Water Drainage works for the site, based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details. The drainage works shall be completed in accordance with an agreed timetable.

Reason: To prevent increased risk of flooding & to prevent pollution of controlled waters by ensuring provision of satisfactory means of surface water disposal.

#### ENVIRONMENT AGENCY – INFILTRATION OF SURFACE WATER DRAINAGE

41. No infiltration of surface water drainage into the ground shall be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details. Permeable paving is proposed for part of the site. This would need to be a sealed system which passes through the appropriate interceptors prior to discharging through the drainage system.

Reason: In order to prevent the infiltration of surface water to ground which could provide a potential pathway for contamination to migrate off-site.

#### ENVIRONMENT AGENCY – SUSPENDED SOLIDS

42. The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during

construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: To prevent pollution to watercourse and improve water quality

#### ENVIRONMENT AGENCY – DISPOSAL OF FOUL AND SURFACE WATER

43. The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: To protect controlled waters. All cleaning and washing operations should be carried out in designated areas isolated from the surface water system and draining to the foul sewer (with the approval of the sewerage undertaker).

#### THAMES WATER – IMPACT PILING

44. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement. Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

#### MOTOR CYCLE PARKING

45. Prior to the commencement of the development a scheme for the provision of motorcycle parking to be submitted and approved in writing by the Local Planning Authority prior to the occupation of the scheme

Reason: To ensure a range of parking options are provided within the scheme.

#### LONDON FIRE BRIGADE – FIRE HYDRANTS

46. The applicant shall install 5 Private Fire Hydrants in the positions indicated by the red X's on the plans enclosed in the LFB response. The hydrants should be number P43436, P39357, P44234, P39341 and P39785 respectively.

Reason: In order to comply with the London Fire Brigade requirements.



INFORMATIVES:

INFORMATIVE - ENVIRONMENT AGENCY – CONTAMINATED SOILS

The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an Environmental Permit. Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste. The applicant should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the applicant should contact the Environment Agency for advice at an early stage. The Environment Agency recommends that the applicant refer to EA position statement on the Definition of Waste: Development Industry Code of Practice. Contaminated soil that is excavated, recovered or disposed of, is controlled waste.

INFORMATIVE-ENVIRONMENT AGENCY-WATER RESOURCES ACT 1991

Under the terms of the Water Resources Act 1991 Environment Agency prior written consent is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Moselle Brook, designated a 'main river'.

INFORMATIVE – PROTECTION OF SPECIES

The protection afforded to species under UK and EU legislation is irrespective of the planning system and the applicant should ensure that any activity they undertake on the application site (regardless of the need for planning consent) must comply with appropriate wildlife legislation. Failure to do so may result in fines and potentially, a custodial sentence.

INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS

The applicant is advised that Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached) requires formal permission to be granted by the Local Planning Authority for the removal or variation of a condition following grant of planning permission.

INFORMATIVE – THAMES WATER

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable

sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produce s contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Telephone: 020 8507 4321.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharge entering local watercourses.

#### Water Comments

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

#### Supplementary Comments

The New River aqueduct is adjacent to this proposed development and special precautions will be required to avoid any damage or pollution that may occur as a result of the proposed development. Please contact Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

## 11.0 REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regionally important strategic transport infrastructure projects and economic growth.
- b) The Maintenance Depot and its associated facilities are considered to be suitably located in respect of the surroundings, impact on neighbouring properties and environmental site constraints. The Environmental Impact (accompanying Environmental Statements and related Documents and Addendums provided) of the proposed development have been assessed and it is considered there would be no significant adverse impacts or impacts which cannot be adequately mitigated.
- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, policy G2 'Development and Urban Design', G6 Strategic Transport Links, AC1 Heartlands/Wood Green, UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 Waste Storage, UD8 Planning Obligations, M2 'Public Transport Network', M3 'New Development Location and Accessibility', M10 'Parking for Development', M11 Rail and Waterborne Transport ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 Air, Water and Light Pollution', ENV11 'Contaminated Land', ENV13 'Sustainable Waste Management' OS5 Development Adjacent to Open Spaces, OS6 Ecologically Valuable Sites and Their Corridors, OS2 Metropolitan Open Land, OS7 Historic Parks, Gardens and Landscapes, OS12 Biodiversity, OS16 Green Chains and CSV8 Archaeology.

**12.0 APPENDICES:**

- 12.1 Appendix 1: Consultation Responses
- 12.2 Appendix 2: Planning Policies
- 12.3 Appendix 3: Development Management Forum Minutes
- 12.4 Appendix 4: Design Panel Minutes
- 12.5 Appendix 5: Heads of Terms for s106 Legal Agreement

# APPENDIX 1

## Consultation Responses

| No. | Stakeholder                             | Question/Comment  | Response  |
|-----|---|---|---|
|     | <b>STATUTORY</b>                        |   |   |
| 1   | The Greater London Authority (GLA)      | Not Referable to the GLA  | N/A   |
| 2   | London Development Agency               | No Comments Received  | N/A   |
| 3   | The Government Officer for London (GOL) | No Comments Received  | N/A   |
| 4   | Transport for London (TfL)              | <p>1. The application site is not situated on or in close proximity to the Transport for London Road Network (TLRN) or the Strategic Road Network (SRN).</p> <p>2. It is noted that a total of 43 car parking spaces will be provided; it is recommended that no less than two disabled parking spaces, designed in accordance with the DfT 'Inclusive Mobility' guidance would be provided.</p> <p>3. It is recommended small number of motorcycle spaces should be provided.</p> <p>4. The proposal to provide 13 secured cycle parking spaces and shower/ changing facilities is supported by TfL.</p> | <p>Noted</p> <p>A total of 43 car parking spaces would be provided. This includes 2 Blue Badge parking spaces.</p> <p>A condition of consent will require the submission of a scheme for motorcycle parking within the site.</p> <p>Noted</p> |

| No. | Stakeholder | Question/Comment  | Response  |
|-----|-------------|---|---|
|     |             | <p>5. It is recommended that electric vehicle charging points should be provided at the car parking area; a minimum coverage of 20% is recommended.</p> <p>6. The production of Travel Plan is welcomed by TfL; the finalised plan should be developed fully in accordance with relevant DfT and TfL guidance for Travel Planning; and the Plan should be subject S106 planning obligation.</p> <p>7. As per the vehicular trip rate assessment, TfL agrees that the proposal would be unlikely to generate significant level of vehicular traffic during the normal AM and PM peak hours.</p> <p>8. A Delivery &amp; Servicing Plan (DSP) should be produced for the proposal, and be submitted to the local authority for approval prior to the occupation of the site. It is also recommended that measure should be provided to minimise the use of HGV for servicing purpose and the use of rail option should be explored where it is practical to do so to minimise highway and traffic impact.</p> <p>9. It is recommended that a</p> | <p>A condition of consent will require an electric vehicle charging point to be provided within the car parking area.</p> <p>A condition of consent will require prior to the commencement of the use, a Travel Plan, in compliance with Transport for London Guidance, be submitted to and approved by the Local Planning Authority.</p> <p>Noted</p> <p>A condition of consent will require prior to the commencement of the development a Delivery &amp; Servicing Plan (DSP) be submitted for the approval of the LPA. It is also recommended, via this condition, that the DSP explore the use of rail as an option for minimising the use of HGV's for servicing the site.</p> <p>A condition of consent will require prior to the commencement</p> |

| No. | Stakeholder | Question/Comment   | Response   |
|-----|-------------|--|--|
|     |             | <p>Construction Management Plan (CMP) and Construction Logistics Plan (CLP) should be produced and approved by the local authority prior to construction work commences on site. It is also recommended that the transportation of construction materials by rail should be explored, this is to minimise the level of construction vehicle trips to/ from the site; hence reduce highway and traffic impact to the local highway network.</p> <p>10. It is requested that for during the construction of the proposal; disruptions to walking route by general public to access rail station facilities should be kept to a minimum where possible; this is to ensure that the public transport accessibility would be maintained throughout. It is recommended that the local authority should approve any pedestrian and traffic diversion route prior to work commence on site.</p> <p>Subject to the above, TfL is not minded to object the proposed development.</p> | <p>of the development a Construction Logistics Plan (CLP) be submitted for the approval of the LPA. It is also recommended, via this condition, that the transportation of construction materials by rail should be explored. This is to minimise the level of construction vehicle trips to/ from the site; hence reduce highway and traffic impact to the local highway network.</p> <p>The s106 will require Network Rail to use all reasonable endeavours to keep open for public use the pedestrian footbridge from Hampden Road to Tottenham Lane/Hornsey Station provided that this obligation shall not in any way restrict or prevent NR from closing (including temporarily) and/or removing the footbridge for any reason where such reason relates to (i) the safety, repair, maintenance, improvement, redevelopment or reconstruction of the footbridge or any other rail facilities; or (ii) the operational requirements or purposes of NR, the users of the railway, or the rail regulators and further provided that such route shall not constitute a public right of way and NR shall be entitled to take any actions it considers necessary to prevent any such right occurring.</p> <p>Noted</p> |



| No. | Stakeholder     | Question/Comment   | Response   |
|-----|-----------------|--|--|
| 5   | Natural England | <p>No comments or objections to make on this proposal. However NE would expect the Local Planning Authority to assess and consider the possible impacts resulting from this proposal on the following when determining this application:</p> <ul style="list-style-type: none"> <li>• Local Wildlife Sites</li> </ul> <p>If the proposal site is on or adjacent to local wildlife sites e.g. Site of Nature Conservation Importance (SNCI), in this instance the New River SNCI or Local Nature Reserve (LNR) the country ecologist and/or local wildlife trust should be contacted.</p> <ul style="list-style-type: none"> <li>• Protected Species</li> </ul> <p>If representations from other parties highlight the possible presence or the Council is aware of a protected Biodiversity Action Plan (BAP) species on the site, the Council should request survey information from the applicant before determining the application.</p> <ul style="list-style-type: none"> <li>• Biodiversity Enhancements</li> </ul> <p>This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nesting boxes. The Council should</p> | <p>Conditions of consent will require a site wide Ecology Management Strategy be submitted to and approved in writing by the Local Planning Authority. This will provide the opportunity for the LPA to secure measures to enhance the biodiversity of the site, as outlined in the Planning Statement and Environmental Statement. A further condition of consent will require a site wide ecological survey be carried out prior to the commencement of works.</p> |

| No. | Stakeholder            | Question/Comment  | Response   |
|-----|------------------------|---|--|
|     |                        | <p>consider securing measures to enhance the biodiversity of the site from the applicants, if it is minded to grant permission for this application.</p> <p>The biodiversity potential for the scheme, as referenced in the Planning Statement, Section 4.2.12 together with the Environmental Statement – Chapter 9: Ecology is to be welcomed and encouraged.</p> | Noted  |
| 6   | Environment Agency     | <p>The Environment Agency initially objected (letter dated 24/5/2011) to the proposal. Following the submission of an amended Flood Risk Assessment (FRA) the Environment Agency removed their objection and now find the proposal acceptable (letter dated 21/6/2011) subject to the imposition of a number of conditions of consent.</p>                          | <p>The Environment Agency conditions and informatives which relate to Flood Risk Assessment, Surface Water Drainage, Infiltration of Surface Water Drainage, Suspended Soils, and Disposal of Foul and Surface Water, are included</p> |
| 7   | Thames Water           | No objection subject to conditions and informatives   | Conditions and Informatives included   |
| 8   | British Waterways      | No Comments Received  | N/A  |
| 9   | National Grid Property | No Comments Received  | N/A  |
| 10  | London Fire and        | The Brigade is satisfied with the   | Noted  |

| No. | Stakeholder  | Question/Comment   | Response   |
|-----|--|--|--|
|     | Emergency Planning Authority                           | proposal.<br>Site plans should be forwarded to LFB Water Office for fire hydrant requirements  | Site plans have been forwarded to LFB Water Office. Refer to comment 11 below. |
| 11  | London Fire Brigade (Water Division)                   | The issue of water supply within the site has been considered and in order to provide an adequate supply of water for fire fighting, we are recommending the installation of 5 Private Fire Hydrants in the positions indicated by the red X's on the enclosed plan. The hydrants should be number P43436, P39357, P44234, P39341 and P39785 respectively. | A condition of consent included  |
| 12  | The Metropolitan Police – Crime Prevention             | No objection   | Noted  |
| 13  | Alexandra Palace Manager                               | No comments received   | N/A  |
| 14  | Alexandra Palace and Park Statutory Advisory Committee | No comments received   | N/A  |
| 15  | Alexandra Park and Palace Charitable Trust             | The general feeling of the Board is that the views from the Park and Palace are an important asset that all visitors to the site can enjoy.<br>If the application is approved our  | Noted  |

| No.      | Stakeholder                      | Question/Comment   | Response  |
|----------|----------------------------------|--|---|
|          |                                  | <p>comments are:</p> <p>1. That the developer be requested to provide trees, shrubs and/or other climbing plants on their land to screen the building.</p> <p>2. That the permitted colour scheme blends into the landscape.</p> <p>3. That the Council bears in mind its own policies regarding views.</p> <p>4. That the developer's funding contribution under s106 include provision for screening trees to be planted in Alexandra Park to mitigate the impact on the view from the palace.</p> | <p>The scope for direct mitigation is limited by operational and spatial constraints. Screen planting would have to be located close to the depot building to be effective however rail safety, operational requirements, as well as limited space, make such screen planting unfeasible.</p> <p>The colour scheme will be controlled via a condition of consent to ensure it blends into the landscape as far as possible.</p> <p>Due regard has been given to relevant planning policies in the assessment of this application.</p> <p>A number of s106 obligations are sought where specific mitigation measures are considered relevant and feasible. In this case, the provision of screening trees within Alexandra Park is not considered appropriate.</p> |
|          | <b>INTERNAL</b>                  |  |   |
| <b>1</b> | Haringey Building Control        | The London Fire and Emergency Planning Authority (LFEPA) should be consulted formally regarding access for fire fighting purposes.   | The LFEPA have been formally consulted. Refer to Statutory Consultation No. 10.   |
| <b>2</b> | Haringey Design and Conservation | Haringey Design and Conservation Team have been involved in pre-application and post application discussions and negotiations including referral to the design panel.  | The issues relating to design and conservation are covered within the assessment of the officer's report.   |
| <b>3</b> | Haringey Transportation          | No objection subject to conditions and s106 legal agreement.   | The proposed conditions and s106 obligations are included as detailed in section 10 and Appendix 5, respectively, of this report  |
| <b>4</b> | Haringey Environmental           | Haringey Environmental Health Team in conjunction with an independent  | Conditions of consent included  |

| No. | Stakeholder   | Question/Comment   | Response  |
|-----|---|--|---|
|     | Health – Noise  | consultant have confirmed that the methodology used in the Environmental Statement is in line with the relevant British Standards. In addition a number of conditions of consent are proposed. |   |
| 5   | Haringey Environmental Health – Pollution                         | Haringey Environmental Health (Pollution) Team have requested a condition of consent/s106 obligation regarding emissions from the biomass boiler.  | Conditions and s106 obligations included  |
| 6   | Haringey Waste Management   | This proposed development requires storage for waste & recycling either internally or externally, arrangements for scheduled collections with a Commercial Waste contractor will be required.  | A condition of consent will require the submission and approval of a detailed scheme for the provision of refuse, waste storage and recycling within the site, including location, design, screening, and operation.  |
| 7   | Haringey Nature Conservation                                      | Haringey Conservation Team considers further mitigation measures could be provided and has requested that an updated bat survey and invertebrate survey be undertaken.                         | The assessment concludes that a number of mitigation measures are proposed and will be enforced via conditions of consent and 106 obligations. These measures, including the requirement to produce an Ecological Management Strategy for the site will allow a range of ecological enhancements to be provided. A condition of consent will require an updated bat survey and invertebrate survey to be submitted to and approved by the local planning authority. |
| 8   | Haringey Parks – Tree Service                                     | No comments received   | N/A   |
| 1   | <b>EXTERNAL</b><br>MPs/Ward Councillors<br><br>Lynne Featherstone | 1. Location. This is the wrong location for this operation and facility.   | The issue of the principle of the development and site selection are covered in section 6.1 of this report.   |

| No. | Stakeholder   | Question/Comment  | Response  |
|-----|---|---|---|
|     |   | <p>2. Mitigation. The application as presented does not include sufficient mitigation for the substantial impact it will have on the surrounding residential and leisure spaces and users.</p> <p>3. Operational Control. Given the potential impact is as much about the operation of the site as it is the site itself there is no clarity on how that operation will be controlled to minimize disruption.</p> <p>I also share the concerns set out by The New River Village, Mildura Court, Parkside Malvern &amp; Burghley Road Associations, especially with regards to the lack of mitigation.</p> | <p>A range of mitigation measures are proposed, where necessary, and will be enforced via conditions of consent and s106 legal obligations.</p> <p>The s106 legal agreement will require, that no later than 18 months from the start of construction of the Development, Network Rail will prepare and submit to the Council for approval a Site Management Plan. Further details provided in section 2.21 of Appendix 5 of this report.</p> <p>Noted. Refer to response to the residents associations in the section below.</p> |
| 2   | <p>Cllr Robert Gorrie</p> <p>Drivers Jonas Deloitte</p> | <p>Raise three issues:</p> <ol style="list-style-type: none"> <li>1. Site location</li> <li>2. Mitigation</li> <li>3. Operational Control</li> </ol> <p>We are pleased to see that significant amendments have been made to the proposals which have responded to the previous concerns raised by local residents, Council officers and other stakeholders. We are also pleased to see the use of a number of mitigation measures such as the “mature landscape buffer” as well as the relocation and</p>   | <p>Refer to responses to Lynne Featherstone above.</p> <p>Noted</p>   |

| No. | Stakeholder | Question/Comment  | Response   |
|-----|-------------|---|--|
|     |             | <p>reduction in the size of the depot.</p> <p>Issues raised:</p> <ol style="list-style-type: none"> <li>1. Hours of Operation – Request that the applicants provide a management plan for the operation of the depot.</li> <li>2. Noise Disturbance – Request amendments to the two proposed noise conditions requiring reference to the western blocks within the proposed Clarendon Square development (HGY/2009/0503).</li> <li>3. Light Pollution – Object to the 8m and 12m columns and request to be consulted upon the detailed aspects of the lighting strategy.</li> <li>4. Design – Concern that the use of Kalwall will result in light spillage at night. Request the council attach an appropriate condition.</li> </ol> | <p>The s106 agreement requires the submission of a Site Management Plan within 18 months of the start of construction.</p> <p>The two proposed noise conditions have been amended accordingly.</p> <p>At the request of the Council the applicants have submitted an Indicative Lighting Scheme. While it cannot be confirmed if 8m and 12m lighting columns will be required at this stage, as it is dependent on the contractors detailed design, the information submitted with the application along with conditions of consent requiring full details of lighting are considered sufficient to provide control over the detailed design, implementation and operation of the depot lighting scheme.</p> <p>The application confirms that a system of internal louvres will be fitted to ensure light spillage remains minimal at night. Furthermore, a planning condition will require the applicant to submit details of the internal shading system and that the shading system be installed prior to the development being brought into use.</p> |

| No. | Stakeholder                  | Question/Comment  | Response  |
|-----|------------------------------|---|---|
|     |                              | <p>5. Car Parking – Concern regarding the over provision of car parking spaces and no cycle spaces.</p> <p>6. Access – Request the speed limit on the proposed access road be limited to 10mph and managed through an appropriate operational management plan.</p> <p>7. Landscape Buffer – Support the draft conditions relating to landscaping. Would like to see the taller trees retained through a condition of consent.</p> <p>8. Transfer of Landscape Buffer – Seek through s106 to have the management of the landscape buffer to the east of the depot building transferred to the Clarendon Square developer.</p> <p>9. Site Management – request a site management plan for the operation of the depot.</p> | <p>The application proposed 43 spaces. Haringey Transportation Team has assessed the transport information and confirm that this is appropriate provision to allow for the overlap of shifts. The application proposes 14 cycle spaces.</p> <p>The s106 agreement will require the submission and approval of a Site management plan. Within that plan will require the enforcement of a 10mph motor vehicle speed limit.</p> <p>Noted. The Landscaping conditions will ensure control over tree to be retained.</p> <p>The s106 agreement includes a clause for Network Rail to use reasonable endeavours to offer to grant National Grid or its successor in title, a management agreement/agreement of the land for no less than 25 years to allow the landscaped buffer between the two schemes to be maintained.</p> <p>The s106 agreement will require the submission and approval of a Site management which controls a number of aspects of the depots operation including some of the matters referred to by Drivers Jonas Deloitte.</p> |
|     | <b>RESIDENT ASSOCIATIONS</b> |   |   |



| No. | Stakeholder   | Question/Comment   | Response   |
|-----|---|--|--|
| 1   | <p>AND CAAC's AND OTHER GROUPS</p> <p>Joint Residents Associations - (New River Village Residents Association, Park Malvern Residents Association, Mildura Court Residents Association and Burghley Road Residents Association)</p> | <p>The joint residents association raise the following issues:</p> <ul style="list-style-type: none"> <li>• Visual Impact</li> <li>• Noise Impact</li> <li>• Light Spillage Impact</li> <li>• Ecological Impact</li> <li>• Risk to Future Generations, Redevelopment and Opportunity</li> </ul><br><ul style="list-style-type: none"> <li>• Lack of Benefit to Haringey</li> <li>• Inadequate s106 measures</li> </ul> | <p>Visual impact addressed in section 6.9 of the assessment</p> <p>Noise impact addressed in section 6.10 of the assessment</p> <p>Light impact addressed in section 6.14 of the assessment</p> <p>Ecological impact addressed in section 6.8 of the assessment</p> <p>The impact on the proposed Clarendon Square development is addressed within the assessment. The proposed maintenance depot is not considered to result in a significant adverse impact that would jeopardise the viability of the Clarendon Square Development. The agents of the Clarendon Square application, Drivers Jonas Deloitte, have written in a letter dated 10<sup>th</sup> May 2011 have not raised a specific objection to the proposal but requested impacts be minimised through standard planning controls such as conditions of consent and s106 legal obligations.</p> <p>The development will have some benefit to the local community through employment opportunities. The s106 legal obligation will require a number of provisions for employment and apprenticeships.</p> <p>A range of s106 measures are proposed, as stated in Appendix 5. The proposed measure are considered to be relevant to the scheme and provide adequate mitigation, where necessary.</p> |

| No. | Stakeholder       | Question/Comment  | Response   |
|-----|-------------------|---|--|
|     |                   | <ul style="list-style-type: none"> <li>• Site within the Haringey Heartlands Framework Area</li> <li>• Design and Visual Appearance</li> <li>• Privacy and Loss of Residential Amenity</li> <li>• Noise and Vibration</li> <li>• Air Quality</li> <li>• Light Pollution</li> <li>• Additional Road Vehicle Movements</li> </ul> | <p>The site is within the designated Haringey Heartlands Framework Area. Haringey Unitary Development Plan (2006) policy AC1 – The Heartlands/Wood Green states that development should have regard to the development framework for the area which seeks to ensure comprehensive and coordinated development which: (k) ensures that any continuing rail-related operations on the site are not prejudiced.</p> <p>Design and Visual Appearance are addressed in section 6.2</p> <p>The site is within an existing railway corridor. The proposed depot building is considerable distance from residential properties, particularly to the west and it is not considered there would be any additional loss of privacy as a result of the development above and beyond the current situation.</p> <p>Noise and Vibration Impacts are addressed in section 6.10</p> <p>Air Quality Impacts are addressed in section 6.5</p> <p>Light Impacts are addressed in section 6.14</p> <p>Traffic Impacts are addressed in section 6.4</p> |
| 2   | New River Village | Raise concern regarding a number of inadequacies within the planning  |  |

| No. | Stakeholder                         | Question/Comment  | Response   |
|-----|-------------------------------------|---|--|
|     | Residents Association               | <p>application:</p> <ol style="list-style-type: none"> <li>Representation in photomontages inadequate</li> <li>The lighting strategy is undefined</li> <li>The noise report is based only on average calculations</li> <li>Clarity in the number of train movements during the day and evening</li> </ol> | <p>Since this time a further photomontage has been produced and formally submitted as additional information. This provides a view from an upper floor flat within the New River Village Development and includes both day time and night time visualisations.</p> <p>Since this time the Council has sought further information and the applicants submitted an Indicative lighting scheme. Conditions of consent will require full details of the proposed lighting scheme to be submitted and approved.</p> <p>Haringey Environmental Health Team, along with an independent consultant, confirm that the methodology used by the applicants is inline with the relevant British and European Standards.</p> <p>The applicants have undertaken two public meetings to specifically address noise. As part of the presentation this issue was addressed.</p> |
| 3   | Mildura Court Residents Association | No separate letter received. Refer to Joint Residents Association.  | N/A  |
| 4   | Hornsey CAAC                        | No response received  | N/A  |
| 5   | Fairfax Road Residents Association  | No response received  | N/A  |
| 6   | Noel Park                           | No response received  | N/A  |

| No. | Stakeholder                          | Question/Comment   | Response   |
|-----|--------------------------------------|--|--|
| 7   | Avenue Gardens Residents Association | <p>1. Planning Detail – There is insufficient detail provided to enable the design, appearance, relationship to existing features, colour and materials to be assessed.</p> <p>2. Noise Nuisance – The depot building opposition New River Village will be a sound mirror. No mitigation is shown. There is no predictive study of the noise environment taking the walls into account.</p> <p>3. Proposed New Footbridge – The design is not acceptable</p> <p>4. Railway Bridge at Turnpike Lane – The railway structure creates a very poor pedestrian environment. Following the work major environmental improvements should be made for pedestrians. There is nothing in the proposal with regard to this. This should not be s106 as the proposal itself is for major alteration of the existing structure.</p> | <p>It is considered that the application is supported by sufficient detail to assess the application as a full planning application. Condition of consent will require further information to be submitted and approved where necessary.</p> <p>The noise assessment takes into account noise “bounce” or reflection. The issue of noise is addressed in section 6.10 of this report.</p> <p>The proposed design of the footbridge is considered to be acceptable.</p> <p>The s106 legal agreement contains a clause requiring improvements to the turnpike lane bridge pedestrian environment. Refer to Appendix 5.</p> |

| No.      | Stakeholder  | Question/Comment   | Response  |
|----------|--------------|--|---|
|          |              | <p>5. Accessibility – The project with respect to Hornsey station does not satisfy access requirements. The scheme requires major alterations and rebuilding of the footbridge therefore access should be provided for all as part of the scheme.</p> <p>6. Alexandra Palace Conservation Area - The aspect of the site is very prominent from Alexandra Palace Park and terrace. Mock ups of the proposed materials should be required as a condition for assessment.</p> <p>7. Development Management Forum – It is the applicant's duty to comply with legislation and the Authority's policies.</p> <p>8. Lighting Strategy – AGRA warmly welcomes the applicant's commitment to minimising light pollution and preserving dark skies. The planning authority should press the applicant for more details and ensure through conditions of consent that the lighting strategy are met.</p> | <p>The footbridge forms part of this application. The s106 provides a sum of money for improvements to Hornsey Station. Within 12 months of the start of development, NR to submit to the Council for agreement a plan, programme and estimated cost of improvement works to Hornsey Station to enhance rail passenger convenience and comfort. These works may include works to the Station entrance, booking hall, stairs and platforms. Refer to Appendix 5.</p> <p>A condition of consent will require the submission of materials for approval.</p> <p>The applicant, in the supporting documentation, provides evidence they have considered the relevant legislation and planning policies.</p> <p>Noted. In addition to the indicative lighting scheme, previously submitted, conditions of consent included which require the submission and approval of a full lighting scheme.</p> |
| <b>8</b> | Parkside and | No separate letter received. Refer to  | N/A   |

| No. | Stakeholder  | Question/Comment  | Response   |
|-----|--|---|--|
| 9   | Malvern Residents Association<br>Burghley Road Residents Association | Joint Residents Association.<br>No separate letter received. Refer to Joint Residents Association.  | N/A  |
| 10  | Harringay Ladder Community Safety Partnership                        | No response received  | N/A  |
| 11  | Warham Rd Neighbourhood Watch  | No response received  | N/A  |
| 12  | Alexandra Palace and Park CAAC                                       | APPCAAC object for the following reasons:<br>1. The proposed structure is very large and would be visually intrusive from the terrace of Alexandra Palace, which is a viewpoint with protected strategic views of London.<br>2. The cumulative visual impact of this scheme, when seen in the context of other developments namely the water treatment plant, New River Village, Heartlands | Visual impacts are addressed in section 6.9 of this report<br><br>Cumulative visual impacts are addressed in section 6.9 of this report. |

| No. | Stakeholder | Question/Comment   | Response   |
|-----|-------------|--|--|
|     |             | <p>School and the proposed Heartlands development itself would be seriously damaging.</p> <p>3. The whole of Alexandra Park comprises a designated conservation area and is categorised as Metropolitan Open Land (MOL). The erection of the proposed structure on the boundary of the park would be detrimental and would degrade the conservation area.</p> <p>4. The proposal is contrary to Haringey Council UDP policies OS2, OS4, OS5 and OS6.</p> <p>5. It is also contrary to Haringey's new Local Development Framework, which strengthens the degree of protection given to conservation areas and views.</p> <p>6. Design – no attempt made to soften the visual impact of the building, either by cladding or screening.</p> <p>7. The site is adjacent to an ecological corridor a unique and valuable environment noted for rare species of migratory birds,</p> | <p>Impact on Alexandra Park as MOL and a conservation area are addressed in sections 6.9 and 6.6 of this report.</p> <p>The application has been assessed against and found to comply with the relevant national, regional and local planning policies.</p> <p>The application has been assessed against and found to comply with the relevant national, regional and local planning policies.</p> <p>Screening is proposed where feasible – via conditions of consent. A further condition of consent will retain control over materials.</p> <p>These issues are covered in sections 6.5, 6.8, 6.10 and 6.14 of this report.</p> |

| No. | Stakeholder                         | Question/Comment   | Response   |
|-----|-------------------------------------|--|--|
|     |                                     | <p>bats and rare beetles, which would be jeopardised by the lighting, noise and dirt pollution associated with the development.</p> <p>8. The proposal is deficient in that it fails to show due consideration for other less sensitive locations.</p>   | <p>Site selection is addressed in section 6.1 of this report.</p>  |
| 13  | Tree Trust for Haringey             | <p>Round the clock noising working will disturb the bat population and other wildlife, especially the bright lighting that will presumably be deemed necessary.</p> <p>We are not told which mature trees will be pruned and felled.</p> <p>The whole scheme should be smaller scaled and not 24 hour operation.</p> | <p>Conditions of consent and s106 obligations will require the submission of Construction Environmental Management Plans, Ecological Management Plans and compliance with the Considerate Contractor's scheme. Furthermore a condition of consent will require the submission and approval of a detailed Lighting Plan, including light scatter diagrams and full details of measures to minimise light pollution. All of these measures will minimise the impact on wildlife during construction and operation.</p> <p>A condition of consent will require the submission of detailed landscaping plans and ecological management plans.</p> <p>The proposed maintenance depot building has been reduce in size and scale since the original (prior approval) submission. It has been reduced from a 6 track building to a 3 track building. Further details provided in section 6.2 of this report. The depot, for operational reasons, must operate on a 24 hour basis.</p> |
| 14  | Friends of Alexandra Palace Theatre | <p>We would be most grateful if the London Borough of Haringey takes into consideration the importance of protecting the view at Alexandra Palace and Park.</p>  | <p>The impacts on views from Alexandra Palace and Park have been taken into consideration in the assessment of this application. The issue of Visual Effects is addressed in section 6.9 of this report.</p>   |



| No. | Stakeholder                   | Question/Comment   | Response   |
|-----|-------------------------------|--|--|
| 15  | Campaign for Better Transport | <p>Campaign for Better Transport support Thameslink as an important part of the programme for improved public transport infrastructure in London and the South East. We also support the current application. We understand that the applicants have listened to the concerns of the council, local people, and landowners and that substantial changes have been made to the Hornsey depot proposals since an application was first submitted in August 2009. These changes have almost halved the size of the scheme and reduced the environmental impact.</p> <p>The Thameslink project is in the broad public interest.</p> <p>Our view is that when the environmental, social and economic case has been made for strategic infrastructure proposals, as they have in this case, and local impacts have been minimised, the development should go ahead. The residents of Hornsey will, of course, be among those who will benefit directly by the increased capacity and frequency of trains on the Thameslink routes.</p> | <p>Noted</p> <p>Noted</p> <p>Noted</p>   |
|     |                               | <p>It does appear that this proposal could be further improved in at least one detail. The L.B of Haringey should insist on a</p>  | <p>The application has been assessed by Haringey Transportation Team and Transport for London and the level of vehicle parking provision and cycle parking provision is deemed to be</p> |

| No. | Stakeholder  | Question/Comment  | Response   |
|-----|--|---|--|
|     |  | large reduction in car parking and an increase in parking for bicycles.   | acceptable. The issue of parking is addressed in section 6.4 of this report.   |
|     | <b>RESIDENTS</b>   |   |  |
|     | <p>The first consultation (April 2011) generated 165 response letters.</p> <p>The second and third rounds of consultation (August 2011) following submission of additional information resulted in 36 responses:</p> <p>A total of 201 responses received to date.</p> <p>70 Standard letters of objection</p> | <p>The standard letter raised the following objections:</p> <ol style="list-style-type: none"> <li>1. Unacceptable Light Pollution</li> <li>2. Unacceptable Noise Nuisance</li> </ol> | <p>Lighting is addressed in section 6.14 of this report</p> <p>Noise is addressed in section 6.10 of this report</p> |

| No. | Stakeholder | Question/Comment  | Response   |
|-----|-------------|---|--|
|     |             | <p>3. Unacceptable Risk to the Ecological Corridor</p> <p>4. Inadequate Mitigation for Light and Noise Pollution</p> <p>5. Negligible Benefit to the local community</p> <p>6. Inadequate s106 measures to benefit the local community.</p> <p>The non-standard letters raised the following issues:</p> <ol style="list-style-type: none"> <li>1. Noise</li> <li>2. Light</li> </ol> | <p>Ecology is addressed in section 6.8 of this report</p> <p>Conditions of consent will require the submission and approval of a detailed lighting scheme which will allow the planning authority to retain control of the final lighting design, implementation and operation. The assessment indicates that there would be no noise impacts as a result of the development and therefore no specific mitigation measures are proposed. Notwithstanding this, there are a number of conditions and s106 obligations which will ensure noise is minimised during construction and operation.</p> <p>There will be some benefits, albeit minor, to the immediate local community in relation to employment and amenity improvements through the removal of hoardings secured through the s106 agreement. In addition, there would be wider community benefits through increased rail capacity and general improvements to transport links across London and the UK.</p> <p>A range of s106 measures are proposed, as stated in Appendix 5. The proposed measure are considered to be relevant to the scheme and provide adequate mitigation, where necessary.</p> |

| No. | Stakeholder | Question/Comment   | Response   |
|-----|-------------|--|--|
|     |             | <p>3. Negligible benefit to the community</p> <p>4. Ecology</p> <p>5. Inadequate Mitigation</p> <p>6. Inadequate s106</p> <p>7. Design/Visual Impact</p> <p>8. Impact on Property Values</p> <p>9. Inappropriate in a Residential Area</p> <p>10. Site Selection and Alternative Locations</p> <p>11. Environmental Issues and Pollution</p> <p>12. Traffic</p> <p>13. Impact on Regeneration</p> <p>14. Consultation over the holiday</p> | <p>Points 1 through 6 are addressed above.</p> <p>7. Design and Visual Impact is addressed in sections 6.2 and 6.9 respectively.</p> <p>8. Impact on Property Values is not a material planning consideration and therefore cannot be taken into account as part of the assessment of this planning application.</p> <p>9. Inappropriate in Residential Area – The site is within existing operational railway land. The principle of development is addressed in section 6.1 of this report.</p> <p>10. Site selection is addressed in section 6.1 of this report.</p> <p>11. Environmental Issues including pollution are addressed in sections 6.5, 6.12 and 6.14 of this report.</p> <p>12. Traffic is addressed in section 6.4 of this report.</p> <p>13. Impact on Regeneration - The impact on the proposed Clarendon Square development is addressed within the assessment. The proposed maintenance depot is not considered to result in a significant adverse impact that would jeopardise the viability of the Clarendon Square Development. The agents of the Clarendon Square application, Drivers Jonas Deloitte, have written in a letter dated 10<sup>th</sup> May 2011 have not raised a specific objection to the proposal but requested impacts be minimised through standard planning controls such as conditions of consent and s106 legal obligations.</p> <p>14. Consultation over the holiday period – The initial</p> |

| No.  | Stakeholder | Question/Comment  | Response   |
|--|-------------|---|--|
|  |             | <p>period</p> <p>15. Privacy</p> <p>16. Security and Anti-Social behaviour</p> <p>17. Flood Danger</p> <p>18. Desire to relocate Hornsey Station</p> <p>19. Breach of Human Rights</p> <p>The letters state support for the scheme on a number of grounds including employment, improvements to transport infrastructure and capacity and a modern environmentally friendly depot building.</p> | <p>consultation period commenced in April 2011 which coincided with a number of bank holidays/easter. However the council has a policy of accepting consultation responses up until the planning committee meeting and therefore the timing of the consultation has not had any significant impact on the consultation process.</p> <p>15. Privacy - The site is within an existing railway corridor. The proposed depot building is considerable distance from residential properties, particularly to the west and it is not considered there would be any additional loss of privacy as a result of the development above and beyond the current situation.</p> <p>16. Security and Anti-Social Behaviour – the application has been referred to the Metropolitan police for comments and they advised they have no objection. Conditions of consent relate to CCTV provision within the site.</p> <p>17. Flood Danger – The Environment Agency have no objection to the Flood Risk Assessment submitted (as amended) subject to a number of conditions and informatives.</p> <p>18. It is not part of this application to consider relocation of the existing Hornsey Station</p> <p>19. The application is not considered to be a breach of Human Rights – refer to section 8.0 of this report.</p> <p>Noted</p> <p>Noted</p> |
| <p>2 Letters neither object nor support</p> <p>8 Letters support</p> <p>1 Petition of support from local employees</p> |             |   |  |

| No. | Stakeholder   | Question/Comment   | Response       |
|-----|---|--|----------------|
|     | and members of RMT, TSSA and UNITE unions containing 156 signatures | Railway land being used for railway usage. Railway existed for a longer time period than the residential flats. Smaller than original scheme. No addition noise. | Petition Noted |

## APPENDIX 2 PLANNING POLICIES

## RELEVANT PLANNING POLICY

### NATIONAL POLICY

#### National Planning Policy Statements and Guidance

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement: Planning and Climate Change - Supplement to PPS 1
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Statement 5: Planning for the Historic Environment
- Planning Policy Statement 9: Biodiversity and Geological Conservation
- Planning Policy Guidance 13: Transport
- Planning Policy Statement 22: Renewable Energy
- Planning Policy Statement 23: Planning and Pollution Control
- Planning Policy Guidance 24: Planning and Noise
- Planning Policy Statement 25: Development and Flood Risk
- Draft Planning Policy Statement: Planning for a Natural and Healthy Environment

### REGIONAL PLANNING POLICY

#### London Plan 2011

- Policy 6.4 Enhancing London's transport connectivity
- Policy 2.14 Areas for Regeneration
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayor's Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG



The Mayor's Accessible London: Achieving an Inclusive Environment SPG  
The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- G4 Employment
- G6 Strategic Transport Links
- G7 Green Belt, Met. Open Land, Significant Local Open Land & Green Chains
- G9 Community Well Being
- G10 Conservation
- G12 Priority Areas
- AC1 Heartlands/Wood Green
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV1 Flood Protection: Protection of Floodplain, Urban Washlands
- ENV2 Surface Water Runoff
- ENV4 Enhancing and Protecting the Water Environment
- ENV5 Works Affecting Water Courses
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- ENV13 Sustainable Waste Management
- EMP1 Defined Employment Areas – Regeneration Areas
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M8 Access Roads
- M10 Parking for Development
- M11 Rail and Waterborne Transport
- OS2 Metropolitan Open Land
- OS5 Development Adjacent to Open Spaces
- OS6 Ecologically Valuable Sites and Their Corridors
- OS7 Historic Parks, Gardens and Landscapes
- OS12 Biodiversity
- OS16 Green Chains
- CSV1 Development in Conservation Areas
- CSV8 Archaeology

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing

Haringey Heartlands Development Framework (Adopted April 2005)

Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being
- SP15 Culture and Leisure
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
- DMP10 Access Roads
- DMP13 Sustainable Design and Construction
- DMP14 Flood Risk, Water Courses and Water Management
- DMP15 Environmental Protection
- DMP16 Development Within and Outside of Town & Local Shopping Centres
- DMP19 Employment Land & Premises
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP25 Haringey's Heritage
- DMP26 Alexandra Palace
- DMP27 Significant Local Open Land & Development Adjacent to Open Spaces
- DMP28 Ecologically Valuable Sites their Corridors and Tree protection

Draft Sustainable Design and Construction SPD (October 2010)

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

OTHER DOCUMENTS

CABE Design and Access Statements

Diversity and Equality in Planning: A Good Practice Guide (ODPM)

Planning and Access for disabled people: A Good Practice Guide (ODPM)

Demolition Protocol Developed by London Remade

Secured by Design

## Appendix 3: Development Management Forum Minutes



**PLANNING & REGENERATION  
DEVELOPMENT MANAGEMENT TEAM**

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**MINUTES**

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Meeting : Development Management Forum - Coronation Sidings –HGY/2011/0612  
Date : 9<sup>th</sup> May 2011  
Place : Heartlands High School  
Present : Paul Smith (Chair); Applicants, Representatives, Cllr Whyte, Mallett,  
Gorrie, Waters, Approx 50 local residents  
Minutes by : Tay Makoon

|    |  | <b>Action</b> |
|----|--|---------------|
| 1. | Paul Smith welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.  |               |
| 2. | <p><b>Proposal</b></p> <p>Construction of rolling stock maintenance depot and associated works including main depot building, office and storage space; track and sidings; under frame cleaning facility and plant room; two train washers and plant rooms; waste compactors; partial rebuilding of Hornsey Station footbridge; two shunter cabins; bridge widening over the New River and Turnpike Lane; associated works including engineering, signalling, electrification and other operational works and equipment for the railway; hard surfacing and new internal site access road; landscaping; fences; car, motorcycle and bicycle parking; construction of retaining walls; temporary construction haul bridge and use of land as a temporary construction compound.</p>   |               |
| 3. | <p><b>Presentation by Architects</b></p> <p>We put in a planning application for a railway depot and associated works which is connected to the Thames Link programme. This is a railway project to create a significant increase in capacity for the railway network, with an increase of 1200 extra carriages coming on service in 2015. There will be a significant increase in trains running through Central London section 24 trains per hour. This is the second application we have submitted, with an application in August 2009 under permitted development rights and the result of the comment we had from the local community and the Council and with the legal mechanism that the Government had intervened with we have re-assessed the proposals completely from first stage and worked out whether we needed to come back to the site or whether we could go to another site and if we came back here what format would the depot be. The application before you is the amended application and it is for a smaller scheme. We have undertaken an extensive consultation information sessions with members of the public, Council and we submitted the application at the end of March. Orientation plans were shown, plans of site and surrounds. The application proposes various works moving north to south. The application proposes relatively small structures, portacabins. Track reconfiguration. Slide showing tall long building houses one track, it is 12 cars long and it is known as under-framed cleaning building. This is where you put the train in and it is enclosed and the train is cleaned with jet washers. Slide showing train wash and plant room, the main access of the site is through the existing access to the railway site, thorough Hampden Road. At present you come into Hampden Road and come into the depot and in future there will be an electric vehicular gate and access will be gained that way. The proposal involves the rebuilding in a modern equivalent form of the existing footbridge that goes from the east side across the station building, the station entrance that is because the current</p> |               |

track interferes with the current bridge structure arrangements underneath. Creation of access in the road which goes into the site from the North. There are two narrow bridges widening the railway above Turnpike Lane and the new river get slightly wider, the rail is getting 2 metres wider and not the river. Existing pedestrian access that is being refurbished from street level. You enter the depot building, car parking and circulation areas widen out for delivering lorries. Sled showing another train wash, at the northern part of the site, the permanent site boundary ends that will be the depot boundary area in future with a track. For the construction period we are putting a temporary bridge over Penstock Path to using a lay of land to the south of the school as a temporary construction area. There are various other works, planting, vegetation and ecological works being proposed for the ecological piece of land and additional planting also being proposed. There is fencing, various bits of railway works, overhead lines signalling equipment, electrification equipment in connection with all the tracks. We did look at whether we could do this on another site and the analysis showed that this was the best site and we had reduced the height from 13.4 to 11.3metres, width, it was 6 rows and now 3(rows being the number of tracks). We have pulled it away from the boundary; we have preserved the existing vegetation boundary that was going to be lost under the previous scheme. We are now going to have additional planting and additional ecological work proposed. We have relocated the car parking, so that it is slightly to the south. We had a number of design principles that we looked at and bringing this forward. We have gone for a high quality design and with appropriate mitigation; we have addressed the bulk, size and massing according to the concerns raised in August 2009. We have lowered it into the sides, reduced the height of the building by pushing it away from the boundary and we have softened its visual impact. A key issue is sustainable design. There is rain water recycling, urban drainage, low energy lighting, we are going to achieve a good rating through BREAM. Slides showing views west across the site showing building, location and scale. We are very aware of noise, due to its urban setting, the operational side has been in operation fro 150 years but we are incorporating a new use within it and we have designed the building to minimise the noise impact. The environmental assessment contains all this information not operational noise or vibrational noise impacts are predicted. Construction noise will be managed by the CPM which is the construction environmental management plan. Landscaping and ecology, we are proposing landscaping around the site including the Clarendon square side to reinforce the ecological benefit that the area has. We are also proposing planting along the western boundary to provide additional screening and this is part of the S106. We have designed the lighting to be of minimal disruption and low as possible. The two tall lighting columns will be removed and low lighting in its place, we are using louvers to spot light spillage. Transport and access due to the low level of workers on site there will be no significant impact on the local roads network. There are 43 car parking spaces Proposed on site, includes visiting spaces and blue badges users. And 14 cycle spaces. Travel plan to encourage staff to use other modes of travel other than the car. Jobs, 126 will be provided in the depot across a full range of skills. We

will work with the Council and s106 to have a local employment working mechanism. We are keen to find out more about the Haringey Guarantee. The s106 would deal with the impact of our application which largely outside the application site. Some of things the s106 will go towards, Penstock Path, Turnpike Lane, Hampden Road, station improvement to Hornsey Station.

**4. Questions from the floor**

Q1: You say you are reducing the visual impact, what colour is it?

Ans: The colour is an issue and we are proposing to discuss this with the Council. The visualization shows a bright yellow colour. This is not the colour that will be chosen. We are proposing a planning condition that if we get permission we will come forward with the colour of the depot for approval. The Council has full control over it.

Q2: You say you looked at alternative site – what was wrong with the alternative sites?

Ans: We looked at about 15 other sites and they extend from Welwyn borough, Bedford, Cricklewood, Cambridge, Peterborough, Hitchin, in the north of the River Thames. We looked at a number of criteria and those are detailed as part of this application. They all failed on the requirement for the route is that trains are fixed 12 cars long and they can't be split and we need a building to accommodate a 12 car train to maintain it and the other sites largely failed as they did not have a building large enough to accommodate a 12 car train.

Q3: Were the alternative sites that you looked at in areas of less development?

Ans: No, not all of them, Bedford had a lot of sites that had developments that were significantly closer.

Q4: This development is effectively on top of New River Village and you can't get much closer?

Ans: It is 85 – to 90 metres away from New River Village.

Q5: You said you are trying to reduce the impact, but the biggest problem we have are the trains waiting to go in the depot, with the wait for the trains to go in there is an increased number of trains waiting is that still likely to occur?

Ans: No, there is a lot of detail set out in the Environmental Impact Assessment but we have assessed the trains movements both the number of trains and time of day they are moving and around the washer building and we have assessed all that and the impact will be no more than the current impact generated by the existing pattern. There will be more trains, some of the existing fleet is maintained in the current First Capital connect depot and will no longer be maintained there and there will be some substitution services there. There will be more trains, modern fleet of trains and we have assessed those trains.



Q6: If there are more trains then there will be more noise?

Ans: No, noise is not accumulative. We have assessed the new volume of new trains and their noise generation pattern and overlaid it against the existing ambient noise level and the assessment where it is all set out shows will not have an increased level of noise above what you currently hear.

Q7: Sylvester from Burley Road: noise pollution, is there a way we can actually measure the noise pollution, as there might be work done overnight rather than stop all 11pm.

If your lighting is dimmed and that is sufficient but later you want to change it, how do we know that you are going to keep to your word?

Ans: Noise, how you measure noise is a science, we have worked with the Councils environmental Health officer and he has told us how the noise is measured in line with this application. We have agreed with them that we have taken noise measurement from around the site; we have used those to project noise pattern. We have agreed with the Council how we assessed the noise level. That is the rule. The Council gives the rule and now have told us to go away and prove how the noise level meets the Councils noise policy.

Ans – Lighting some of the lighting is low, bollard level and some are street level and that is 5 – 8 metres higher. We have proposed an outline lighting strategy where we said how we are going to deal with lighting and these are the impact we are going to reduce or eliminate. We have set out the game plan and the Council will condition the lighting to make sure we fulfil everything set out in detail. As part of the condition the Council can insist that we do not vary on any detail from the lighting set on in the plan.

Q8: Can a local residents or chair of a local amenity group be present when the noise level is being taken?

Ans: No, sorry the noise levels have already been taken some months ago. If there are concerns about noise, a ring to the Councils noise dept and a Council officer will come out and do a noise reading to see if the noise level is acceptable without the applicant being there.

Q9: Why there are no calculations of maximum noise level to be generated by the development? The calculations you have used, uses an averaging system so that where you have ambient noise in the night, you can have a number of very loud noises of a short duration, when average out over a duration over night will pass the criteria that it doesn't affect ambient noise level. It is unacceptable as local resident live so close to the site. The calculations cannot take noise such as train squeak, no effective measure for slow moving trains under 20 km per hr but all those trains will be moving at 5 to 8 miles per hour. Your calculation doesn't take any of this into account. With regards to lighting you talked about removing the very large light towers, they are irrelevant as they have not been used since New River Village was developed. The lighting

strategy has not yet been defined but the entire boundary of New River Village is included in lighting strategy which talks about 13metre high white lights. The boundary of New River Village has no night lighting at present and the mitigation that you have proposed for both noise and light pollution is inadequate. Four residents association met you and Network Rail to ask for evergreen planting along the entire length and various different measures to mitigate against it, none of which have been included in the planning application. You have disregarded what the local residents have asked of you and would like to know why this has been done and why you refuse to offer any guarantees on this proposal such as expanding it in the future, opening the doors and windows overnight when noisy work is going on. In the application it says the windows will be open during warm whether to provide extra ventilation, when you are doing under carriage washing and train horn testing overnight. How can you say all of those things not going to contribute to adverse affects on the local population? You say this scheme will bring benefit to the local community, in your report it say there will be a wider impact zone that includes, Enfield, Islington, Haringey, Hornsey, and Stevenage and your report suggest that only 30% of the 126 jobs will go within the five boroughs, everything else will go outside that zone and if average that out it looks like we will get as little as 6 jobs in Hornsey from this depot and all the affects of the local community.

Ans: Noise - I am not a noise expert but we will get the information from the noise expert and write back to you. There is a British standard on how you calculate noise and the impacts of development and we follow that. We discussed it with the Council before submitting the application and we have come up with a methodology that satisfy that, we have noise measurement at the appropriate location that the Council has decided on. Rail noise is extremely well known mechanism and the assessment around it has been going on for many years. With regards to depot noise, we were trying to achieve with this application a balance of impact on the local community as well as the energy use of the building, trying to make it sustainable, one method of doing that is to try and use natural ventilation where ever possible not use air conditioning for a large building. We have assessed the noise level with the louvers open and all this will all be incorporated into the noise assessment, the application is with the Council and they have yet to determine the application and if the noise report we have put in are not acceptable they will tell us. Lighting – The application site is to the east of the east coast mainline and the great carriage wash to the West side of the track. We are not proposing any lighting to the West only to the East. The lightning proposed has an impact as set out in the application, there is a lighting contour plan and that sets out the lighting levels to be achieved and we consider that to be acceptable and it's in the application and the Council will be the one to make the decision. With regards to the two tall lighting columns, I was only trying to make it clear that they are going, never to be used or turned into something else. With regards to employment we set out very clearly in the application, 126 jobs estimated to be created coming from this proposal and set out an

expectation given the work we have done with First Capital Connect and Network Rail about the types of jobs they will be, managerial jobs, engineering jobs, etc. Your reference to the inner area and how the distribution of jobs is a very difficult area and we don't know where the jobs are coming from, they haven't been advertised, we don't know what sort of people will be applying and we can't make any promises, we can't say 100% will come from the local community. We have taken the proposed staff number of 126 and have applied the pattern of where people live in relation to the existing depot of the existing First Capital Connect, this is where the proportion comes from. As part of the s106 we are proposing to look at employment and training with the Council with a view to generic providing employment training opportunities to anyone with a view seeing how that can apply to the new development. Our intention is to fill the jobs the best way we can and if that is within the local community, then it would be how we would want to do this. However, we cannot guarantee this as we don't know how many candidates will come forward for these jobs and whether they have the skills. It is a convention of applying existing pattern of development, because of the Environmental Impact Assessment is done it is not possible to do this in small parishes or ward scale, it has to be done bigger administrative mapping units. This is why you have the inner and bigger area and beyond. With regards to mitigation we have taken into consideration a lot of what local residents and amenity groups have said. We are proposing an urban realm improvements within the vicinity such as Turnpike Lane, additional planting to railway operational land to the West of the railway land. Off the railway land we are proposing to make a s106 contribution for evergreen planting. We do not own the land but in discussion with them.

Q10: Can you tell us something about the length of the Construction programme and whether it will be a 24hr site?

Ans: The construction programme is assumed to take 28 months and it will be phased. The construction will at times be 24hr and you will get notification when this will take place. In order to carry out work to the railway lines, the electricity has to be turned off and this can only be done late at night and weekends is when the big bits of work is phased. Network Rail has a policy of notification to local residents of any works. Some of the site will need to be done outside normal working hours but much of it wouldn't. We would like to ask the contractor to submit a s61 application which is under the control of pollution act. The act requires the contractor to publicise all its works times, dates and control the level of noise and pollution.

Q11: Alex Horn local resident - On the improvements to Hornsey railway Station, my understanding that the works will happen anyway and they are part of the same programme that is currently happening at Finsbury Park.

Ans: We think 126 jobs is a very significant number of jobs and we have not played it up. I accept it is not in the thousands but nevertheless significant. The station improvements are new an additional. The Finsbury Park is linked to the Network Rail improvements and not with what is being proposed as part of

this application.

Q12: Can you tell us what sum of monies has been allocated for the s106 and what the proportion is for the build.

Ans: I regret I cannot give you a sum as s106 is done through a formula set by the Government and with regards to mitigation, the Council have yet to let us know how much they require us to put in for the training, there is a fixed budget for this project. We have to have discussions with Network Rail to talk about what the Council wants and what we want to happen and whether it is possible and that discussion is yet to take place.

Q13: Alexandra Park & Palace CAAC – Alexandra Park is a Conservation Area and you are proposing to build an enormous white shed which will be highly visible and will have a disastrous affect on the views from the Park. I'd like to know about the alternative sites and whether it was really not suitable for you to move there.

Ans: All the sites were viewed equally and we looked at the railway sites within a geographical area and none of the sites could accommodate the space for the Trains and washers. Bedford failed because it didn't have enough land to accommodate a 12 car train depot. All the sites had insufficient length of land to accommodate the length of 12 car train. Insufficient land to accommodate the quantum of development. It's not just a building, but building with car wash, sidings UFC that goes with it.

Q14: Cllr Gorrie – is this the right place? In the 74 pages of depot site information during the appendix there is not one single costs figures to tell us how much this site is going to cost or how much any of the alternative site would have cost. Chesterton site has no red flag against it. This is not about enough land, it's just about money and as there are no figures in any of the assessments there is no comparison evidence. Can we have a clear transparent cost of how much this development will cost and how much the alternative sites especially Chesterton would have cost. Can the Council tell me what location assessment process would be part of the planning review this is a critical part of the decision and we need to know.

Ans: The issue of the cost of the depot is commercially confidential, there is a rolling stock procurement process underway at the moment and Network Rail and Dept of Transport are not going to achieve best value for money if they start publicising the cost of what they think the scheme would take to deliver. That is why the data is not in the application detail. We feel we have put all the required information in the public domain.

Q15: is this a detailed planning application? What about the new foot bridge? The drawings are inadequate and in design terms it is a travesty. We want a decent environment underneath the bridge; we need a detailed proposal for that.

Ans: Yes it is a detailed planning application. There are issues that we are proposing to be dealt with by conditions, there are no reserved matters. The

way the bridge is made up, it's known as bridge degs, is to remove a section of the bridge and put in a new one. We are moving 20feet of bridge deck and putting back 2 meters more of bridge deck. The engineering work is slightly bigger and goes back further in. Foot bridge we feel there is sufficient detailed drawing in the application for it to be considered.

Statement: Noise nuisance, has demonstrated to be a major factor in ill health and Council officer and Councillors should take note of that.

Q17: Alan Fox: Hornsey is already a very busy station; tell me why the residents have to put up with the disruption and none of the direct benefits of Thames Link.

Ans: There are some benefits that will go directly to Hornsey as a knock on effect of the programme. Once the Thames Link is complete there will be trains from Peterborough and Cambridge which currently at Kings Cross. We would divert a section of the tunnel and would run through Central London and out at the other side. There will be less pressure at Kings Cross and at Moorgate on the tube network. This is a ring fence budget, it is public money and not Network Rail money and the budget has to stretch to all the programmed work and the budget cannot be stretched any further.

Q18: Renewable sources what are they?

Ans: We have done our renewable sources in line with the Councils Supplementary guidance on sustainability, the GLA guidance and have analysed the energy requirements on site and the number of mechanisms we can provide it. We have decided that the most appropriate mechanism is a biomass boiler at the northern end of the depot.

Q19: The noise assessment you have done is from within the shed and out, you are building a 280metre acoustic mirror directed at my house. No assessment has been done.

Ans: I have been told that it has been done; I am not a noise expert but will take your details and let you have the information.

Q20: Jennifer Bell: What will the impact on Hampden Road be? What is plan B?

Ans: Hamden Road is the main access into the existing depot which provides the main vehicular access into the site.

In relation to Plan B, we have categorically stated that this is the site and we have prepared the application with that regard. If the Council turns us down we will go to appeal, it is what we have to do.

Q21: Burghley Road Association – You do not know the cost of this development how can you then tell us two months ago that you cannot widen the footpath under the bridge because you cannot afford it, how do you know?

Ans: We do know the expected cost of the depot; it is commercially confidential that we are not able to tell you the cost. Urban Realm

improvements under Turnpike Lane footbridge. We have not done a detailed scheme as it is not part of our application; it has to come forward as part of the s106. We will talk to the Council about what is acceptable.

Q22: Why do you think it is appropriate to put the lighting east of the railway line to the Heartlands that is meant to be built on for affordable housing. We do not want all those lights.

Ans: We have put the lights to the east because that is where the developments are as there is no reason to light the other parts. We are aware of the potential impact on Clarendon Square and the existing local community. The lighting is being designed in such a way as set out in the application and the details will come forward for the Councils approval.

Q23: No windows and no doors how do you get in and out?

Ans: The train get in via the doors allocated on the drawings.

Q24: Gatekeepers Lodge resident: I have not received any notification of this meeting and about the consultation; I have not had a chance to send in my objection?

Ans: Paul Smith said that we will check our records, it may be we do not have the addresses listed on the Gazetteer and we will link you with the people dealing with the consultation and get something out to you as there is enough time to send in your comments and learn more about the scheme.

Q25: Level of noise will not increase; can you clarify whether the frequency of the noise will increase? I currently hear the trains sidling at midnight it is low level. In winter it is okay but in the summer when my window is open it is a concern. Is the noise going to continue throughout the entire night?

Ans: There is an existing pattern of noises, some relates to the Great Eastern and Great Northern wash on the west side of the railway formation. Our application doesn't affect the trains, no substitution, no increase or decrease. There will be more trains going to the depot at during the night. They will go through the Turnpike Lane Road Bridge.

Q26: Bridge Build over Turnpike Lane, how long will it take? Will it affect local traffic?

Ans: We don't have the detailed construction programme; it will be a significant piece of work and needs to be agreed with the Councils and Highways Authority. It would require road closure for about 2 days.

Q27: What concerns me is that you say you have a plan A which is to stay here, plan B to appeal and you don't have a plan C? You have got to have another option?

Ans: We have given you the facts; It is fact that the Thames Link programme is funded by the public purse of 6 billion pounds to 2018. We are answering your questions factually. This is a very pressurised very valuable nationally strategic realm. We are not making excuses or assumptions about the planning process.

Please be assured we are here to answer your questions as truly and factually as we can this evening.

Q28: Why does the depot need to be so much taller than a railway carriage?

Ans: The way that the modern depot operates, there are a number of components, on the roof of the trains there will be air condition units, electronic cases those are lifted off the trains using an overhead crane , so the space above the buildings has a crane to operate above the overhead train.

Q29: Statement: I represent the staff at Hornsey Station – We have lost 120 jobs. It is important for us who have families to know what is happening; we have 200 people on that site. I worked there for 40 years and we are stake holders. A third comes from Tottenham area for jobs. This borough has the third highest unemployment in the country. Even one job is important if it goes to someone in Haringey. I hope the Council understands that I and the other 200 people need a job.

Ans: The worst case scenario is a small number of jobs come to Haringey; the best case scenario is that a significant number of jobs come to Haringey. We are working very hard to make this the best case scenario for this community.

Q30: Simon Fedida: The site to the North to Penstock Path to be used as a car park for construction, how long will that be used for that and what will the use be afterwards?

Ans: The assumption is that it will be used for the full length of the construction programme which may be 24 months or so. We will not be removing any of the trees, and afterwards it will return to its current use of railway operational use by Network Rail.

Q31: Simon Fedida: In your Environmental Assessment on light pollution campaign for dark skies, you give the impression that they have been signed off.

Ans: No, I said we have prepared it in accordance with their guidance.

Simon Fedida: Statement: So we do don't know if you are compliant with what the recommendation are.

Q32: Noise assessment : The noise floor is 10db below background, You have chosen 5db, What are you going to tell people in Wightman road that several properties doesn't have any margin at all of noise beneath their floor.

Ans: We have assessed the noise levels, there are 21 noise sensors in each of these rows, we have assessed the rating level projected at that sensor, some on ground floor levels and first floor levels and we have identified the background noise level is and all of them are substantially below. The noise from stationary sources will not be any louder than the current levels.

Q33: At the consultation in January it was acknowledge by Arups staff that noise was big issue and this evening we do not have any body to answer specific questions about noise because the people here are not experts in noise

and cannot answer our questions. What will Arup and Network Rail going to do to address that?

Ans: We will respond in writing to your questions, it is the best thing we can do. We have the Residents Association have set out a detail position in their letter; we can respond to that, we can respond on the train frequency. I can give you my email address and you can email your questions and I will be happy to get answers to you from the experts.

Q34: Other sites, have you looked at buying more land next to the sites to give you wants you are looking for?

Ans: We concentrated on railway land, the Government policy is to re- use existing railway land where possible and also timescale of the programme and the decision was made that it was not possible to find a green field and a non railway site into the railway estate.

5. Paul Smith reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

End of meeting



## Appendix 4 Design Panel Report



## Haringey Design Panel no. 25

Thursday 20<sup>th</sup> January 2011

### **ATTENDANCE**

#### **Panel**

Chris Mason  
Gordon Forbes  
Peter Sanders  
Stephen Davy  
Tim Hagyard  
Paul Simms

#### **Observers**

Richard Truscott (Facilitator) ..... Haringey Council  
Mortimer MacSweeney ..... Haringey Council  
Stefan Krupski ..... Haringey Council

#### **The following schemes were considered by the Panel:**

##### **1) Presentation of proposals for Thameslink Depot at Hornsey**

James Lough ..... Planning Consultant, Arup  
Fred Deacon ..... Architect, Arup

##### **2) Presentation of proposals for Highgate Synagogue, North Road**

Teva Hesse ..... Architect  
Harald Brekke ..... Architect

#### **After discussion of the schemes -**

#### **Draft Sustainable Design and Construction SPD:**

After the presentations and panel discussions on the two schemes, Haringey officers presented the draft Sustainable Design and Construction Supplementary Planning Document (SPD). The public consultation was currently going on, but was due to finish just over a week after the panel. However Haringey officers confirmed that responses received only a few days after the end of the official consultation would still be considered valid. After a short discussion of the document and the design guidance contained, all the panel members took detailed response forms and agreed to provide comments and suggestions.

## 1) Presentation of proposals for Thameslink Depot at Hornsey and questions

James Lough of Arup presented the planning background of the proposal for a depot for Thameslink trains alongside the East Coast Main Line on railway operational land to the north and south of Hornsey Station. This major infrastructure investment will transform the Thameslink and Great Northern routes by providing a modern fleet of more frequent and longer trains, requires two depots; the larger one is now proposed to be south of London, but the second needs to be north of central London and Hornsey has been identified by Network Rail as the only viable site.

The proposal includes a large area of re-laid existing “stabling” sidings with train washing and other small structures between the main line and the existing depot south of Hornsey Station and, pertinently to the panel remit, an enclosed maintenance depot building on the currently unused “Coronation Sidings” north of both Hornsey Station and the bridge over Turnpike Lane.

Fred Deacon of Arup then presented a detailed architectural description of the maintenance depot building. The exacting technical requirements of the shed which will be a 24/7 working facility include 3 tracks with cranes above and maintenance pits beneath. The depot building (which measures 280m long, 40m wide, and 11m high) has been engineered as tight as possible, has been reduced to the minimum volume possible and is smaller than the original size and form proposed. Kalzip standing seam aluminium cladding with a pattern of Kalwall translucent panels will wrap over both roof and walls with radiused bends.

Other small scale free standing accommodation within the site will be similarly detailed (e.g. the train washers and the under frame cleaning facility). Arup showed the location of the existing access road from Hampden Road at Hornsey Station and pedestrian access from Turnpike Lane and north of the site, leading to modest staff parking areas and a full height glazed main entrance emblazoned with 5m high branding lettering. They also outlined their initial proposed Section 106 contributions for public realm and access improvements.

### Panel Observations

#### Environment and Sustainability

1. Noise control will be very important in this proposal as there are residential neighbours close by in the New River Estate to the west and could be even closer to the east on potential development land there. During the questions Arup had stated that the existing depot had a good record at minimising working noise, which the Thameslink Depot Project intend to continue, and the depot building will enclose much noise and be acoustically insulated.
2. Artificial Light Spillage from the building and site needs to be carefully investigated to minimise its effect on surrounding areas, and demonstrated. During questions Arup explained that Kalwall is a diffusing material that while it lets in good daylight, aiding the building to minimise its energy use, does not let out much artificial light. They also pointed out that the existing Coronation sidings had large floodlights, which had not been used for a few years but were still operational, but these would be replaced with much lower and less light spilling external lights.
3. Although there would be some air movement within the building from the open ends when trains enter or leave, the sheer length means some cross ventilation would be

needed and desirable. However the elevations seem to make no provision for this or the noise suppression that would need to accompany it.

4. The depot could potentially make significant contributions to low carbon heat and electricity generation from photo-voltaic panels on the roof and from ground source heat pumps under the extensive area of the site, but these were not shown in the proposal.

### **Cladding and Fenestration**

5. The seemingly random pattern of areas of Kalwall translucent glazing on both the roof and walls was the main aspect of concern to most members of the panel. There was concern that it was arbitrary rather than derived from real functional requirements, and the panel considered the clean elegant form, especially in long views including from Alexandra Palace on a hill above, would be best enhanced with simple continuous roof lights and windows, more reminiscent of the Sainsbury Centre, Norwich.
6. Although the glazed entrance element was not a concern itself, there was considerable concern at the large "THAMESLINK" lettering proposed; both for its size per se, concern that it would have to be regularly changed as corporate branding was changed, and that it was inappropriate facing away from the railway, "inland" towards the area intended to be developed. The panel agreed it would be completely unacceptable to have large, bright, garish or illuminated signage applied to any part of the building.

### **Form and Massing**

7. The overall form of the proposal as a clean, continuous linear tube is potentially elegant. However the relationship of the east side to potential adjoining residential developments could probably be improved by introducing more variation of building edge or angle of cladding, to reduce its apparent size when viewed from nearby.
8. It was suggested that the east sloping mono-pitch be flipped to slope west. This could slightly reduce light spillage to the east. However the proposed roof pitch is only 2.5°, so the difference would be small.
9. Another suggestion to improve it by reducing its impact was for the whole building to be lowered more into the embankment. This might be only technically possible to a limited degree but should be tested.

### **Consensus and Conclusions**

10. The panel welcomed the suggested public realm improvements being considered as potential section 106 contributions.
11. The panel requested verified views from around the site, especially from the terrace in front of Alexandra Palace.
12. Otherwise, and notwithstanding the detailed design concerns, especially the pattern of cladding, the panel broadly welcomed the proposal in principle, but stressed their desire it be kept **simple** and **elegant**.

## **2) Presentation of proposals for Highgate Synagogue, North Road and questions**

Confidential until used in Planning Committee.

APPENDIX 5  
HEADS OF TERMS FORS106 LEGAL AGREEMENT

The Parties:

- Network Rail (NR)
- Haringey Council (Council)

The Site: Coronation Sidings, Wood Green/Hornsey

Legal Effect: s106 Town & Country Planning Act 1990 (as amended)  
s278 Highways Act 1980

1 Planning Permission

This agreement is conditional upon the grant of planning permission under reference no. HGY/2011/0612 for:

Construction of rolling stock maintenance depot and associated works including main depot building, office and storage space; track and sidings; underframe cleaning facility and plant room; two train washers and plant rooms; waste compactors; partial rebuilding of Hornsey Station footbridge; two shunters cabins; bridge widenings over the New River and Turnpike Lane; associated works including engineering, signalling, electrification and other operational works and equipment for the railway; hard surfacing and new internal site access road; landscaping; fences; car, motorcycle and bicycle parking; construction of retaining walls; temporary construction haul bridge and use of land as a temporary construction compound ('the Development').

2 Heads of Terms

2.1 The provisions set out below form the principal Heads of Terms of the proposed legal agreement under s106 of the Town and Country Planning Act 1990 relating to the Development. The principal obligations will cover:

Sustainability:

2.2 From the Occupation of the Development, NR agree to use and maintain the biomass boiler for the lifetime of the Development unless it is replaced by a future connection to a District Energy Hub or such other source of energy supply approved in writing by the Council.

2.3 From the Occupation of the Development NR undertake to test the emissions from the biomass boiler at full load twice annually using a flue gas analyser (once during the heating season and again after the summer service is completed) and to send the results to the Council together with records of all fuels consumed and relevant compliance certificates. If the emissions are above:

NO<sub>x</sub> = 150mg/m<sup>3</sup> (13% oxygen, 273K, 0% water, 101.3 kPa)  
PM<sub>10</sub> = 45 mg/m<sup>3</sup> (13% oxygen, 273K, 0% water, 101.3 kPa)

NR will take immediate and reasonably practicable steps to secure a reduction in emissions to at most those stated concentrations and emission rates. NR to confirm to the Council the measures it has taken and re-submit new emissions test data to demonstrate the effectiveness of the measures.

Transport and access improvements (s278 works in part):

- 2.4 NR to pay £50,000 to the Council for street lighting improvements underneath and in the vicinity of the widened railway bridge at Turnpike Lane including a lower arm backlight to the lighting column outside the proposed pedestrian/cycle access off Turnpike Lane. Payment to be made on the start of development.
- 2.5 NR to pay £255,000 to the Council for a comprehensive scheme to improve conditions for pedestrians/cyclists on Turnpike Lane underneath and close to the widened bridge and an amended layout to the Hornsey Lane/Turnpike Lane junction to enhance pedestrian safety and amenity. Payment to be made on the start of development.
- 2.6 With the development generating increased traffic flows in the area, NR will pay £90,000 to the Council for lighting and footway surfacing improvements extending 30m. north and south of the Hampden Road/Wightman Road junction, for junction entry treatment improvements at that junction and/or for lighting, footway &/or carriageway improvements on the unadopted section of Hampden Road east of and including the bridge section over New River as may be agreed by the Council with third party owners. Payment to be made on the start of development.
- 2.7 With the development generating increased traffic flows in the area, prior to the start of development NR will design and submit to the Council for agreement an improvement scheme (which shall not be required to cost more than £100,000) that NR will implement for the lighting and footways along the unadopted highway of Hampden Road (west of the New River bridge as owned by NR) to promote pedestrian safety. NR will submit the scheme to the Council within 12 months of the start of construction of the Development and will undertake and complete the approved works prior to occupation of the Development. .
- 2.8 NR to use all reasonable endeavours to keep open for public use the pedestrian footbridge from Hampden Road to Tottenham Lane/Hornsey Station provided that this obligation shall not in any way restrict or prevent NR from closing (including temporarily) and/or removing the footbridge for any reason where such reason relates to (i) the safety, repair, maintenance, improvement, redevelopment or reconstruction of the footbridge or any other rail facilities; or (ii) the operational requirements or purposes of NR, the users of the railway, or the rail regulators and further provided that such route shall not constitute a public right of way and NR shall be entitled to take any actions it considers necessary to prevent any such right occurring.
- 2.9 To support the travel mode targets in the Transport Assessment, within 12 months of the start of development, NR to submit to the Council for agreement a plan, programme and estimated cost of improvement works to Hornsey Station to

enhance rail passenger convenience and comfort. These works may include works to the Station entrance, booking hall, stairs and platforms. The cost of these works shall not be required to exceed £100,000. The works shall be completed prior to occupation of the Development.

- 2.10 Prior to the start of development, NR to pay £40,000 to the Council for lighting improvements along the Penstock Path including under the temporary bridge to be constructed as part of the development.

Environmental improvements in the vicinity of the Development

- 2.11 NR to procure the removal of all of the advertisement hoardings erected on its land adjacent to the rail bridge over Turnpike Lane (ie. NR owns 9 of the 12 hoardings in this vicinity as marked on a plan to be attached to the agreement) within 6 months of the start of development.
- 2.12 Subject to para. 2.13, within 6 months of the start of development NR will submit to the Council for approval a mixed deciduous and evergreen planting and landscaping scheme (to an estimated cost (including any delivery, maintenance contributions and associated costs) that shall not be required to exceed £309,000) for third party land on the west side of the rail lines in the vicinity of New River Village (along a length of approximately 540m. as shown on a plan to be attached to the agreement) to provide some visual screening of the Development. Subject to agreement with the third party landowners (which will be pursued with reasonable endeavours by NR), NR to implement the agreed planting scheme in the first planting season following approval by the Council and agreement by the third party landowners.
- 2.13 In the event that one or more of the third party landowners do not agree to the planting scheme on their land, NR shall undertake the planting on the land for which agreement has been granted (if any) and will notify the Council of the proportionate cost of that work and pay the balance of any unspent funds up to £309,000 to the Council for it to undertake planting, landscaping &/or environmental improvement works in the general area surrounding the Development in accordance with a scheme to be agreed between NR and the Council. If none of the third party landowners give consent for the planting on their land, NR will pay the full £309,000 to the Council for it to undertake planting, landscaping &/or environmental improvement works in the general area surrounding the Development.
- 2.14 NR to prepare a scheme (to an estimated cost that shall not be required to exceed £50,000) to improve the appearance of the wall surfaces along the full length of the Turnpike Lane tunnel (to be lengthened as part of the Development) for submission to the Council for approval within 12 months of the start of development. These works may include painting of the walls, architectural lighting, wall art or any other measures as may be agreed (consistent with promoting highway & pedestrian safety). Subject to Council approval, NR to implement and complete such improvements prior to the occupation of the Development.

Employment skills training, local labour and apprenticeships:



- 2.15 NR to pay £50,000 a year to the Council for 4 years starting at the commencement of construction of the development to fund a programme (which may be an extension of an existing programme(s)) of employment skills training targeted to local people.
- 2.16 Prior to the occupation of the development NR to use reasonable endeavours to employ or procure the employment of 2 apprentices at any one time for work in the new depot (for the lifetime of the depot's use) targeted to persons who for a period of at least 6 months immediately prior to the offer of an apprenticeship place have been resident in the London Borough of Haringey.
- 2.17 NR to use reasonable endeavours to procure that construction and engineering contractors & sub-contractors engaged to build the development will employ 20% of the employees on site who are resident in north London (defined as the boroughs of Haringey, Enfield, Barnet, Camden, Islington, Hackney and Waltham Forest).
- 2.18 NR will use reasonable endeavours to achieve via contractors and sub-contractors a target of 4 apprenticeships to be offered to Haringey residents in construction & related skills during the period of construction of the Development (with liaison with the College of Haringey Enfield and North-East London).

Reinstatement & Maintenance of Landscaping and Open Space:

- 2.19 NR to ensure that the landscaping/ecological enhancement works on the east side of the site are completed no later than the first planting season following first occupation of the depot building.
- 2.20 Within 6 months of completion of the landscaping works on the land on the east side of the depot building (plan outlining this part of the site to be attached to the agreement), NR to use reasonable endeavours to offer to grant to National Grid Property or its successor in title (as the main landowner of the proposed Clarendon Square residential development scheme adjoining that land) a management agreement/arrangement of that land on the east side of the depot building for no less than 25 years. The terms of that management agreement/arrangement, including management and maintenance standards, are to be agreed between the parties and National Grid Property but, for the avoidance of doubt, they will not include the requirement for any rental payment to NR and will provide, as necessary, for NR access to and use of that land for operational or safety requirements (as NR may reasonably require). Network Rail to maintain full maintenance responsibility to a standard to be agreed with the Council if National Grid Property decides not to take up the offer of a management agreement.

Site Management

- 2.21 No later than 18 months from the start of construction of the Development, NR will prepare and submit to the Council for approval a Site Management Plan in respect of the Coronation Sidings site which will include provisions for:
- maintenance of landscaping and planting on site (west and east)

- measures to ensure the control of noise and light emissions from the maintenance shed to avoid disturbance to existing residents and new residents in the planned development at Clarendon Square
- measures to ensure the control of access to and use of site car parks at night to avoid disturbance to local residents (both existing residents and new residents in the planned development at Clarendon Square)
- enforcing a 10mph on-site vehicle speed limit
- ensuring no vehicle deliveries of materials or supplies are made to the site outside the hours of 6am – 10pm weekdays and Saturdays or outside the hours of 10am – 4pm on Sundays or Bank Holidays (save in exceptional circumstances for any deliveries that are required and necessary to enable the safe and efficient operation of the railway depot)
- ensuring safe pedestrian access to the Depot building during the day and at night
- controlling the use of outside areas by staff at night to avoid disturbance to existing residents and new residents of the planned development at Clarendon Square (save for any use of outside areas by operational staff that is reasonably required and necessary to enable the safe and efficient operation of the railway depot)
- measures to ensure the control and maintenance of site lighting to avoid disturbance to existing residents and new residents in the planned development at Clarendon Square
- Distribution of information leaflets, maintenance of information website and employment of named liaison officer to provide information to local residents and landowners and to be point of contact to resolve issues/complaints.

2.22 Network Rail to commit to require all on-site construction contractors to comply with the Considerate Constructors Scheme.

2.23 NR to install, operate and manage an on-site CCTV system in accordance with Drawing [ ].

Area Planning and Improvements:

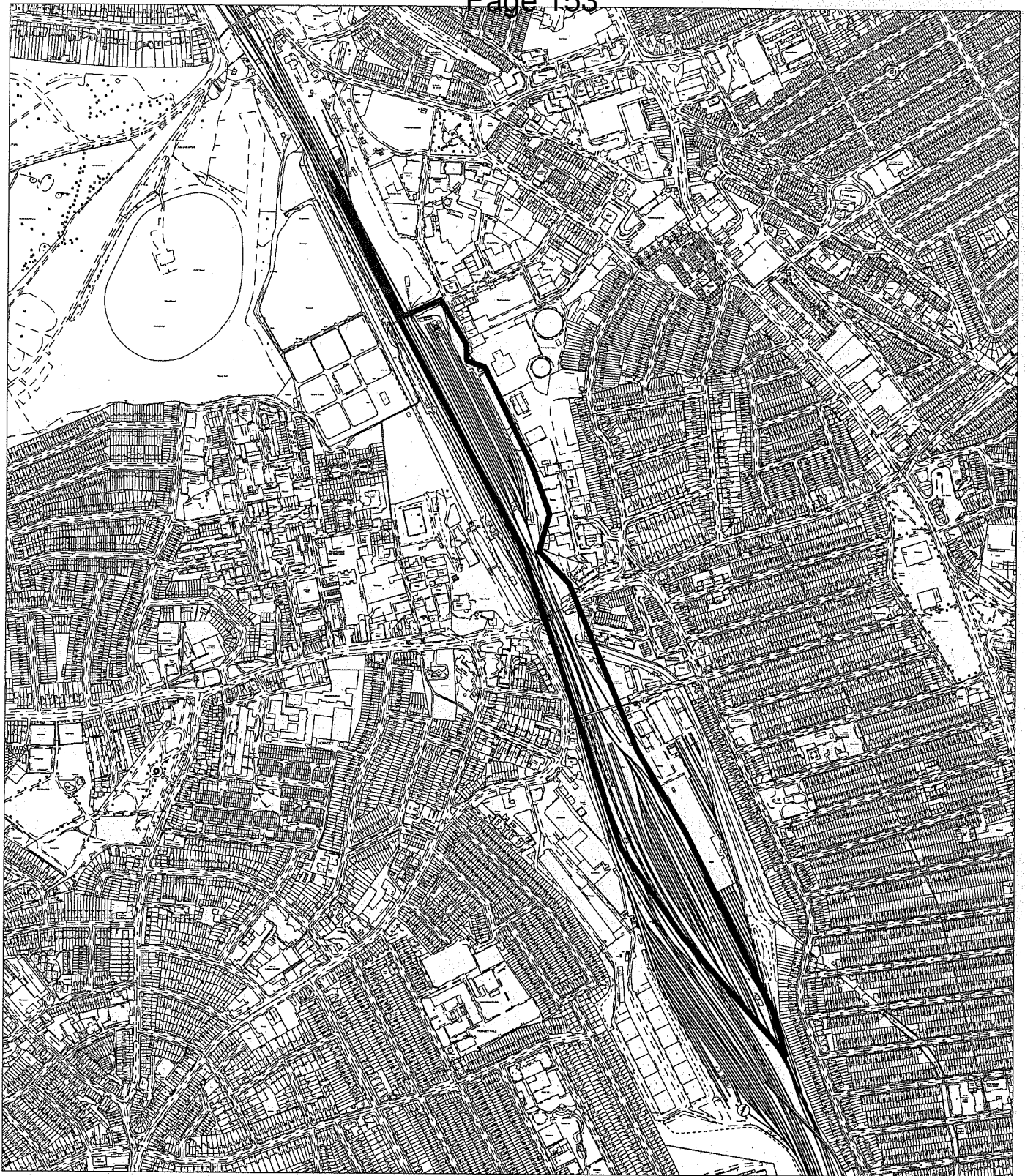
2.24 Within 12 months of the start of development, NR to supply to the Council a technical report providing a comprehensive structural investigation of the bridge over the Penstock Footpath including a full assessment of water penetration through the structure or adjoining land resulting in water flowing/dripping onto the Penstock Footpath. Subject to obtaining all necessary consents, NR to undertake repair/remedial works (which shall not be required to exceed £100,000) to reduce the impact of water drips onto pedestrians/cyclists using the Penstock Footpath tunnel or reduce the causes any undue surface water on the foot/cycle path.

- 2.25 Prior to occupation of the Development, NR to pay £80,000 to the Council to contribute to the next phase of master planning for the wider regeneration area of Haringey Heartlands and Wood Green.

General

- 2.26 All funding contributions to be index-linked to the All Items Retail Prices Index from the date of the agreement.
- 2.27 At the start of development, NR to pay £20,000 to the Council to assist the monitoring of this s106 agreement.
- 2.28 NR to pay the Council's legal costs on completion of the agreement.

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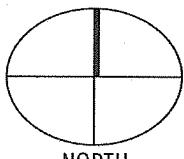
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## Site plan

Coronation Sidings, North of Turnpike Lane, Hornsey, and Hornsey Depot,  
South of Turnpike Lane N8

## Directorate of Urban Environment

Marc Dorfman  
Assistant Director  
Planning and Regeneration  
639 High Road  
London N17 8BD  
  
Tel 020 8489 0000  
Fax 020 8489 5525

|   |          |            |
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| <br>NORTH | Drawn by | AA         |
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|   | Date     | 12/09/2011 |

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Planning Sub-Committee 12 September 2011

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

|  |                                |
|--|--------------------------------|
| <b>Reference No:</b> HGY/2011/1166   | <b>Ward:</b> Fortis Green      |
| <b>Address:</b> Eden Primary, 79 Creighton Avenue N10 1NR  |                                |
| <b>Proposal:</b> Erection of three storey school building with associated external works including landscaping, access ways, disabled and cycle parking  |                                |
| <b>Existing Use:</b> Vacant  | <b>Proposed Use:</b> Education |
| <b>Applicant:</b> Mr Peter Kessler Eden Primary Trust  |                                |
| <b>Ownership:</b> Private  |                                |
| <b>Date received:</b> 20/06/2011 <b>Last amended date:</b> N / A   |                                |
| <b>Drawing number of plans:</b> PL03 - PL10 incl.  |                                |
| <b>Case Officer Contact:</b> Matthew Gunning   |                                |
| <b>PLANNING DESIGNATIONS:</b> Road Network: Classified Road  |                                |
| <b>RECOMMENDATION:</b> GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement.   |                                |
| <p><b>SUMMARY OF REPORT:</b> The proposal is for the erection of a three-storey building with associated external works including landscaping, access ways, disabled and cycle parking. The school building will consist of 7 classrooms, a school hall, kitchen, administration offices and associated support facilities. The planned total capacity of the school will be 210 pupils. The school, to be known as Eden Primary, is to be one of the first 16 'free school' identified and supported by the coalition government. The proposal will provide a high quality education facility which will increase the supply of school places in this part of the borough, with enhanced opportunities for teaching and learning and with wider benefits to the local community through opportunities for additional activity outside of normal school hours. It is considered that the layout, design and external appearance of the development will be in keeping with the setting of the site, in particular next to Metropolitan Open Land (MOL) and the surrounding area. The scheme has been designed sensitively in relationship to adjoining residential properties and the ecological designation of the site. On balance, the transport and access arrangements are considered satisfactory in light of the proposed travel initiatives and the catchments area for this school.</p> |                                |

## **1. SITE AND SURROUNDINGS**

- 1.1 The subject site is a large rectangular shaped site measuring 0.5sq.m in size located on the southern side of Creighton Avenue, immediately to the west and adjoining the large Fortismere Secondary School site. The site previously contained a large two-storey building with rooms within the roofspace which has now been demolished. To the back of the previous building on site is a substantial plot of land (projecting back almost 100m) that is densely overgrown with mature vegetation. The land rises significantly from street level towards the rear boundary, with a change in level of approximately 7 metres from front to rear.
- 1.2 The site is bounded to the west by the rear gardens of houses fronting Ringwood Avenue, and to the south and east by the Fortismere School playing fields and school buildings respectively. The rear two-thirds of the subject site (i.e. from just beyond the rear building line of the original dwelling) is designated as an area of Metropolitan Open Land (MOL). The entire application site is also designated as an Area of Ecological Importance (Local Importance).
- 1.3 Creighton Avenue is a long residential road which falls within the boroughs of Haringey and Barnet and is characterised by two storey semi-detached and detached properties. The northern side of Creighton Avenue is predominantly residential, although it is punctuated in three sizeable locations by Coldfall Wood, which has frontages onto Creighton Avenue. Coldfall Wood is also designated as Metropolitan Open Land and a Borough Grade I Area of Ecological Importance.
- 1.4 Creighton Avenue and its immediate surrounds can be characterised by the abundance of mature trees lining the streets, adding much to the visual amenity of the area. There are a number of protected trees on the site in question. The site is not within a Conservation Area.

## **2. PROPOSAL**

- 2.1 The proposal is for the erection of a three-storey building with associated external works including landscaping, access ways, disabled and cycle parking to be built at 79 Creighton Avenue, Muswell Hill. The school building will consist of 7 classrooms, a school hall, kitchen, administration offices and associated support facilities (equating to 1223 sqm). The planned total school capacity will be 210 pupils. The school (which is currently referred to as Haringey Jewish Primary School) is to be a 'free school' and is one of the first 16 schools identified and supported by the current coalition government. The school hopes to offer places in September 2011 and will initially occupy temporary accommodation on the adjoining school site.
- 2.2 The school will be used predominantly from 9am until 3pm, weekdays during term time. However, the School plan to offer breakfast and after School clubs which are likely to be taken up by a minority of pupils, and run from 8am until



6pm. There will also be occasional use outside of these times for summer fairs and similar activities. The intention is also to maximise use of the building (i.e. the hall with ancillary kitchen facility) for third party lettings (i.e. community events/ activities, family parties/ celebrations, religious events). The building will not be open later than 10.30pm weekdays, occasionally later on Saturdays, and no later than 10pm on Sundays.

### **3. PLANNING HISTORY**

#### **3.1 Planning Application History**

HGY/2003/1315 - Change of use from Class D1 (educational) to Class C3 (dwellinghouse). – Approved 10/09/2003

HGY/2003/0303 - Erection of six, 16 metre floodlighting poles to all weather pitch. – Withdrawn 04/12/2003

HGY/2004/2392 - Demolition of existing building and erection of 3 storey, plus basement to provide 94 bedrooms, care home building and parking for 21 cars. – Withdrawn 17/12/2004

HGY/2005/0864 - Demolition of existing building and redevelopment involving excavation and erection of a five storey building including basement providing 56 bed care home. Provision of 11 car parking spaces and associated landscaping. – Refused 30/06/2005

HGY/2005//1932 - Demolition of existing building and redevelopment to include erection of a three storey nursing home with associated parking and landscaping. –Approved 30/01/2006

#### **3.2 Planning Enforcement History**

None

### **3. RELEVANT PLANNING POLICY**

#### **3.1 National Planning Policy**

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Guidance 2: Green Belts

Planning Policy Guidance 9: Biodiversity and Geological Conservation

Planning Policy Guidance 13: Transportation

Planning Policy Guidance 17: Planning for Open Space: Sport and Recreation

Planning Policy Statement 22: Renewable Energy

Planning Policy Guidance 24: Planning and Noise

Policy Statement – Planning for Schools Development (August 2011) – This document sets out the Government's firm committed to ensuring there is

sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. The policy statement goes on to state that “creating free schools remains one of the Government’s flagship policies, enabling parents, teachers, charities and faith organisations to use their new freedoms to establish state-funded schools and make a real difference in their communities”.

3.2 London Plan (July 2011)

Policy 3.18 Education facilities  
Policy 5.1 Climate change mitigation  
Policy 5.11 Green roofs and development site environs  
Policy 5.1 Climate change mitigation  
Policy 5.2 Minimising carbon dioxide emissions  
Policy 5.3 Sustainable design and construction  
Policy 5.7 Renewable energy  
Policy 6.9 Cycling  
Policy 6.10 Walking  
Policy 7.1 Building London’s neighbourhoods and communities  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.6 Architecture  
Policy 7.15 Reducing noise and enhancing soundscapes  
Policy 7.17 Metropolitan Open Land  
Policy 7.18 Protecting local open space and addressing local deficiency  
Policy 7.19 Biodiversity and access to nature  
Policy 7.21 Trees and woodlands

3.3 Unitary Development Plan

Policy G1 Environment  
Policy G2: Development and Urban Design  
Policy G9 Community Wellbeing  
Policy UD2 Sustainable Design and Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy ENV1 Flood Protection: Protection of Floodplain, Urban Washlands  
Policy ENV2 Surface Water Runoff  
Policy ENV3 Water Conservation  
Policy ENV6 Noise Pollution  
Policy ENV7 Air, Water and Light Pollution  
Policy ENV13 Sustainable Waste Management  
Policy M3 New Development Location and Accessibility  
Policy M4 Pedestrian and Cyclists  
Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes  
Policy M10 Parking for Development

Policy OS2 Metropolitan Open Land  
 Policy OS3 Significant Local Open Land  
 Policy OS5 Development Adjacent to Open Space  
 Policy OS6 Ecological Valuable Sites and their Corridors  
 Policy OS10 Other Open Space  
 Policy OS11 Biodiversity  
 Policy OS16 Green Chains  
 Policy OS17 Tree Protection, Tree Masses and Spines

#### 3.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements  
 SPG5 Safety by Design  
 SPG7a Vehicle and Pedestrian Movement  
 SPG7b Travel Plan  
 SPG7c Transport Assessment  
 SPG8a Waste and Recycling  
 SPG8b Materials  
 SPG8c Environmental Performance  
 SPG8d Biodiversity, Landscape & Trees  
 SPG8e Light Pollution  
 SPG8g Ecological Impact Assessment  
 SPG8h Environmental Impact Assessment  
 SPG9 Sustainability Statement Guidance  
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations

#### 3.4 Other

Haringey 'Draft Supplementary Planning Document on Sustainable Design and Construction'  
 Haringey 'Greenest Borough Strategy'  
 Haringey 'Biodiversity Action Plan' 2009

### 4. CONSULTATION

| Statutory            | Internal  | External   |
|----------------------|---|--|
| Environmental Agency | Ward Councillors<br>Transportation<br>Legal<br>Environmental Health<br>Building Control<br>Transportation<br>Arboricultural Officer<br>Nature Conservation<br>Officer<br>Crime Prevention Officer<br>Waste Management | Barnet Council<br>Crime Prevention Officer<br>LFEPA<br><br><u>Local Residents</u><br><br>No's 1-27 Annington<br>Road; 1-44 Beech Drive;<br>2- 13 Birchwood<br>Avenue; 1-16 Burlington<br>Road; 1-40 Church Vale, |

|  |  |   |
|--|--|---|
|  |  | <p>1-20 Clissold Close; 1-19 Collingwood Avenue, 1-16 Coppets Road; 1-196 Creighton Avenue; 37-60 Eastern Road; 1-24 Eastwood Road; 1-9 Chessing Court; 1-10 Firemans Cottages Fortis Green; No's. 01-51 (consecutive) Ringwood Avenue, N10 No's. 01-35 (consecutive) Beech Drive, N10 40 Church Lane, N10 3, 18, 22, 34, 39 Church Vale, N10 No's. 1-86 Twyford Avenue, All residents along Fortis Green.</p> <p><u>Amenity Groups</u></p> <p>Muswell Hill &amp; Fortis Green Residents Association<br/>         Friends of Muswell Hill<br/>         Playing Friends and Coldfall Woods</p> |
|--|--|---|

**5. RESPONSES**

Transportation

- 5.1 The application site is located in an area that has a low PTAL level of 1 and is within reasonable walking distance of the 102, 234, 603 and 653 bus routes, which offer links to Highgate and Bounds Green underground stations and Muswell Hill bus interchange with a two-way frequency of approximately 28 buses per hour. It has been acknowledged that there is a local demand for the school, with initial parent and guardian surveys indicating that all children will live within 1.5miles of the site. It has been confirmed that the schools enrolment policy, is based on the pupil's proximity to the school.
- 5.2 Modal share information taken from neighbouring Fortismere School travel plan indicates that 71% of the students walk to school and approximately

21% travel by sustainable modes. Therefore it is considered that the feasibility of integrating “walking” with the frequent bus services provides considerable sustainable travel alternatives for the pupils/staff/patrons, thereby suppressing reliance on car travel.

- 5.3 The applicant’s consultant MLM Consulting Engineers have provided a transport assessment (TA) to support the proposed development and a School Travel Plan (STP) to mitigate any adverse impact of the proposed development. Based on London specific school sites within the TRICS database the TA projects that for 2017 when the school will be at maximum capacity (210 pupils) there will be 33.6 two-way traffic movements during the am school peak. However, when applying survey data from Eden School stating that 20% of pupils will be arriving by car, we project that there will be in the order of 42 movements in the am peak. However, although there is a significant difference in these projections, these movements will take place over the course of an hour and will therefore not have a significant impact upon the existing highway network.
- 5.4 The travel plan submitted as part of this application outlines a number of measures to encourage parents and staff to travel to and from the site using sustainable modes of transport. The provision and management of the STP will need to be secured by means of a S.106 Agreement. Although the school governors will have overall responsibility for the management and implementation of the travel plan, the school will appoint a dedicated travel plan co-ordinator to ensure targets are met and measures remain relevant. Parents and guardians of prospective pupils took part in an initial travel survey, which indicated that 53% would be walking to school and 20% would be using other sustainable modes such as taking the bus, cycling and car share. The modal split for the first phase indicating a high level of pupils travelling by sustainable modes is evidenced by modal share patterns at neighbouring Fortismere School, where 71% of pupils walk to school.
- 5.5 The proposal includes just one on-site parking space, which will be designated for the use of Disabled Blue Badge holders. The site will have an “in” and “out” arrangement and will incorporate a drop off area for pupils arriving by private vehicles, which is to be supervised during school “pick-up” and “drop-off” times. It is also proposed that this forecourt area be utilised by service and delivery vehicles, which will avoid pupil drop-off and pick-up times. Although the level of car parking provision is considerably less than that expected, we have considered that in this case restricted car parking provision together with extended parking restrictions outside the school would form a key element of the travel plan initiatives proposed by the applicant. Furthermore, the application site has not been identified by the Council’s adopted UDP as a location which suffers from high parking pressures.
- 5.6 In order to accommodate for the resulting increase in pedestrian and cycle traffic and to further encourage journeys by foot and cycle, the applicant is required to contribute towards a scheme to improve highway safety outside

the school. A raised zebra crossing serving both Eden School and neighbouring Fortismere School will vastly improve conditions for students walking/cycling to school as well as encourage the uptake of these sustainable modes of transport. To further enhance highway safety within the immediate vicinity of the site, the scheme should also include raised entry treatments, raising the existing uncontrolled crossing to the west of the site, additional parking restrictions and improved signing and lighting.

- 5.7 The proposal is only likely to result in an additional 42 movements during the am peak hour. As these temporary visits only take place during school drop-off/pick-up times these traffic movements are unlikely to have a significant impact on the local road network. Therefore, the highway and transportation authority do not wish to object to this application subject to the imposition of the following conditions:

1. The applicant is required to enter into a S.106 Agreement securing:

(a) a £82,000 (eighty two thousand pound) contribution for a comprehensive highway safety scheme including: raised zebra and pedestrian crossings, raised entry treatments, additional parking restrictions and improvements to signing and lighting within the immediate vicinity of the site.

Reason: To improve pedestrian/cycle conditions in the immediate vicinity of this development.

(b) a School Travel Plan, which is to be put into place at least three months in advance of the occupation of the development and to additionally be assessed by the Transport

Reason: To promote more trips by sustainable modes of transport to and from the site.

2. Submits a construction management strategy which would show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

Informative: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

### Building Control

- 5.8 Fire Brigade access appears satisfactory. However, along with the means of escape in case of fire, the proposed new school will be subject to a full check

under the Building Regulations when the application is submitted to Building Control.

Nature Conservation Officer

- 5.9 Objects to the proposed development due to inaccuracies in the application and the omission of information of particular importance given the sites nature conservation value. The first point relates to the information provided in 'Application Form 1' where under point 13 'Biodiversity and Geological Conservation' the applicant says that there are no protected or priority species either on site or on land adjacent to or near the proposed development. This is inaccurate as is the information provided by the applicant saying that there are no designated sites, important habitats or other biodiversity features on the development site or on land adjacent to or near the proposed development.
- 5.10 The proposed site is in fact designated as a Local Site of Importance for Nature Conservation and is described as being mostly wooded and an important feeding site for bats. Bats are a protected species and like Woodland are identified in Haringey's Biodiversity Action Plan having their own specific action plans. The proposed site is adjacent to Coldfall Wood a Borough Grade I Site of Importance for Nature Conservation also of importance to bats and other locally rare species.
- 5.11 As the applicant should have said yes to questions in point 13 they should also therefore have supplied a supporting statement. Please see quotes below from Local Information Requirement Number 11.

*" Biodiversity/Geological Conservation/Landscape & Natural Beauty (Ecological Impact Assessment) When is this required?"*

*Haringey Biodiversity Action Group has produced a Biodiversity Action Plan (2009) that sets out the aims of the borough in terms of preserving and enhancing the quality and quantity of flora and fauna within the borough. The Council will have regard to this Plan in making an assessment on any application where it is considered that there is likely to be an impact on ecology whether that ecology is on the development site itself, or on an adjacent site upon which there might be some impact. Haringey has a number of protected species and habitats and the protection of these will form part of the assessment of any application where there is likely to be an impact upon them. In making this assessment regard will be had to the provisions of the Biodiversity Action Plan..."*

*"The Council will expect all planning applications affecting sites of existing or potential nature conservation value to be accompanied by a statement which clearly demonstrates the ecological impact that the proposed development would have. Where there is a risk of harm to a designated site, use of conditions of planning obligations will be considered."*

- 5.12 A failure to supply this information should lead to the application being declared invalid and unacceptable until the missing information is provided. The application provides no information on how the site was selected or if any alternative sites were looked at? Amongst the key principles of Planning Policy Statement 9: Biodiversity and Geological Conservation it is stated that;

*“The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm.”*

- 5.13 The application does not provide any evidence that alternative sites would result in less or no harm to biodiversity.
- 5.14 The attached documents submitted with the application do not include the Ecological Appraisal Report dated 17 January 2011 which was commissioned by the developer. The report raises several concerns about the potential impact of the development and makes a number of recommendations including the need for further bat surveys. This is especially significant as the site is noted for its importance for foraging bats which are a protected species. It should also be noted that the phase 1 habitat survey was conducted at a sub-optimal time of year.
- 5.15 Haringey’s Unitary Development Plan includes a number of policies to protect ecologically important sites and biodiversity e.g.

*“OS11: Biodiversity*

*All applications and development should respect the biodiversity of the borough, and ensure that the biodiversity is not diminished in any form, and that every opportunity is taken to enhance it... The Council will resist development which would have a significant adverse impact on the population or conservation status of a protected species or species which have been identified as a priority in the UK, London or Draft Haringey Biodiversity Action Plan. Where development is permitted which may cause significant harm to biodiversity, the Council will first seek to avoid or minimise the impact, then seek mitigation and finally invoke compensatory measures for any residual impacts.”*

- 5.16 In my opinion the developer has not submitted enough ecological evidence with regard to the biodiversity on the designated site of importance for nature conservation and the potential impact that their proposal will have on this biodiversity. It has not been demonstrated how any impact will be mitigated or compensated for. It is important that should the proposal go ahead as submitted that mitigation and compensation are agreed prior to planning permission being granted.
- 5.17 The BREEAM report added in support of the application states several times that credits are withheld or that no evidence is available, therefore



questioning whether a Very Good rating is in fact likely to be achieved as predicted. Considering the development site is designated for its ecology it is disappointing that the BREEAM scores for ecology are so low. 'Land Use & Ecology' (LE) section 4 of the BREEAM report anticipates a reduction in the sites ecological value again demonstrating the need for mitigation and or compensation which does not appear to be forthcoming.

*"It is anticipated that the change in the site's ecological value as a result of the development maybe slightly negative. An ecologist will be employed to recommend how the ecological impact can be mitigated and how to enhance the sites ecological value."*

It is also very disappointing that under section LE8 the BREEAM report states that;

*"it was advised that a partnership will not be set up with a local wildlife group to provide support and advice to the school to help manage, maintain and develop the outdoor space."*

- 5.18 The BREEAM report has identified sensitive receptors within an 800m radius of the site and therefore the need for a noise impact assessment and attenuation measures (Pollution 8 – Noise Attenuation). These measures need to be evidenced in the planning application in order to assess whether further mitigation or compensation is necessary with regard to wildlife sites. Again mitigation and compensation needs to be agreed before planning approval is granted.
- 5.19 The planning application includes a renewable energy report where the provision of a wind turbine is explained. However despite the potential adverse affect that this could have upon bats which are known to use the site bats are not mentioned. It is important therefore that a bat activity survey is commissioned as recommended by the developer's ecologists. Bats should also be considered with regard to lighting.
- 5.20 It is noted that the landscaping section of the design and access statement is missing and that there is a considerable amount of hard landscaping and amenity grassland in the design drawings at the expensive of what is now woodland. Haringey has a Woodland Habitat Action Plan including a target to increase Woodland.
- 5.21 Overall it would appear that biodiversity has not been adequately taken into consideration and opportunities for mitigation and or compensation have not been taken up even where suggested by the developers own ecologists e.g. the use of green roofs and walls, etc. It should be noted that under PPS9 planning decisions should aim to maintain, and enhance, or restore or add to biodiversity. The proposal as it stands has not demonstrated how it will do any of these things hence the objection to the proposal.

Arboricultural Officer

- 5.22 It is proposed to remove a total of 11 trees. They include 6 pine trees (TG 04) that are part of the group TPO at the front of the site and 1 Sycamore tree, also TPO'd (T25) which is on the boundary with Fortismere School. The pines are to be removed to install a wider access road which would involve excavating into existing ground levels and their root protection areas (RPA's). Their loss would reduce the amenity value of the group TPO, but the majority of the pines are being retained.
- 5.23 The Sycamore tree appears to be in decline, when last inspected the trees canopy was sparse with smaller than usual leaves. This would indicate a very limited life expectancy of 1-3 years. I have no objection to this tree being removed. A replacement tree of a suitable size and species must be planted nearby, preferably visible to the public. The other trees specified for removal are of low quality and value.
- 5.24 There will be significant impacts on 3 other trees (T07, T08 and T09) which are subject to TPO's. Both T07 and 08 will require significant pruning to one side of their crowns to facilitate the new development. They also both have excursions into their RPA's. T08 is over a third of the total area. Consideration should be given to revising the site layout, moving it away from these trees to minimise the impact on them. T09 also requires crown reduction work to facilitate the proposed development. It can be assumed that these 3 trees will require regular crown reduction works in the future as the development is so close to them, this will reduce their amenity value and expected lifespan.
- 5.25 All tree protection measures must be installed and approved by council arboriculturist, prior to the commencement of any construction activities on site

#### Waste Management

- 5.26 The plan shows that the distance from the refuse collection vehicle to the bin storage area is in excess of 10 metres. The bin storage area needs to be within 10 metres of the collection point. The vehicle route inside the school grounds needs to be accessible from Creighton Avenue therefore parking restrictions by the entrance and exit to the site will be required on Creighton Avenue to allow the RCV to enter and exit the site. The site will need scheduled daily cleansing as there will be in excess of 200 pupils and staff using the site, litter bins would help control litter.

#### Local Residents

- 5.27 Letters of support have been received from residents of the following properties: 35 Langley Park; 7 Belvedere Court; 102 Queens Avenue, Finchley; 77 Fortis Green; 20 Garrick Street WC2; 14 Ringwood Avenue; 10 Deansway N2; 6 Park Avenue N3; Flat 14 Priory Grange, Fortis Green; 70 Muswell Avenue; 52 Woodland Gardens; 16 Priory Avenue, Crouch End; N8,

3 Twyford Avenue; 18 Dorchester Court Muswell Road; 82 Heath View N2; 56 Brendon Grove N2; 16 Durham Road N2; 33 & 66 Tetherdown; 81 Middle Lane Crouch End; 8 Osier Crescent & 35 Page's Hill; who support the application on the following grounds:

- There is a need for more primary schools places in Haringey and the proposal will help ease the stretched situation with school places;
- The design of the building will suit its local surroundings;
- The proposed school building has been carefully designed to be as organic and naturally fitting into the proximate area as possible;
- The building can be used for community activities outside of school hours;
- It will be possible to send children to a school locally within easy walking distance without the need to drive or add to local traffic;
- The travel plan has been designed carefully to minimise impact on local residents.

5.28 The resident(s) of 197 Creighton Avenue has indicated that they have no objection. The resident(s) of No 52 Creighton Avenue have indicated that they neither object nor support but raise the following concerns:

- The application does not seem to provide for adequate parking within the limits of the school property.
- This school will cause a lot more traffic activity particularly at school time bearing in mind Fortismere School is next door and children get dropped off at relative times.

5.29 Letters of objection have been received from the residents of the following properties; No's 42, 44, 46, 48 & 49 Ringwood Avenue; No's 24, 62, 84, 96, 118, 180 Creighton Avenue and No 11 Burlington Road, Muswell Hill. These residents object to the proposal on the following grounds:

#### Bulk, Size & Design

- The previous manor house on this plot of land was not used as a main school building, it was only used as an 'extension' of the main Fortismere school for older students who made minimal noise;
- Proposed building is much taller than the adjoining school and significantly larger than the adjoining and surrounding residential properties;
- The proposed is too big for the site and will change the nature of this residential area;
- Creighton Avenue is a residential suburban road; the proposed building will have a deleterious effect on the character and appearance of the area;
- There are a number of serious concerns about the design of this highly individual building, especially in terms of its appearance/ from on Creighton Avenue;

### Amenity Issues

- The building is positioned too close to the boundary with properties on Ringwood Avenue;
- Overlooking from window and the elevated walkway into gardens of residential properties on Ringwood Avenue;
- It should only be possible to enter and exit the building from ground level;
- Reduced privacy for houses that back onto the site;
- Noise and disturbance that may arise once the school is in use, in what is currently a quiet residential area;
- As the hall of the school is next to residential properties, this will mean ongoing noise pollution, day and night;
- Would like additional trees planted to block the view and noise of a school, between the end of the garden at number 44 and the school building;
- A 1.8m boundary fence is insufficient;
- Loss of light/sunshine;
- A different building design would have a less negative impact on the properties in Ringwood Avenue. A design similar to the new building of East Barnet school would keep the noise within the building;
- It is of concern that, as the application acknowledges, the proposed use of the site will create a security risk in an area which primarily residential;

### Traffic Generation & Parking

- The proposal will lead to a significant amount of additional vehicular drop-off and pick-up traffic;
- Creighton Avenue already has a very large school (Fortismere School) to cope with and there is a very busy Primary School on Pages Lane contributing to the volume of traffic in the area;
- The limited number of demarcated parking bays in the vicinity would inevitably be taken by teaching staff early in the morning, leaving none available throughout the day for parents delivering children to the school, let alone other visitors to the area, delivery vans and visitors to Coldfall Woods;
- The school run parking around the Pages Lane, Creighton Ave, Tetherdown, Burlington and Eastwood Rd junctions is already critical, and additional car journeys caused by a further 210 pupils will inevitably lead to problems parents of these particular pupils would be likely to rely more on public transport than those of other nearby schools;
- Parents of Fortismere School park their cars along Ringwood Avenue and Creighton Avenue when they are dropping off their children at school, or collecting them in the afternoon;
- The poor public transport provision at the site (PTAL 1b - poor level of public transport accessibility) increase the likelihood of car usage;

- Proposals for new educational facilities should be guided to locations which have a high rating on the Public Transport Accessibility;
- Additional traffic will make the road dangerous;
- Vision of one parking space on site is wholly inadequate and will inevitably lead to increased parking on surrounding roads, to the detriment of the amenity of local residents;
- The parking provision should be increased to at least 25 to allow for teaching staff and support staff and parents dropping and collecting children;
- No allowances have been made for traffic calming;
- Scheme doesn't provide any parking facilities;
- Anticipate morning/afternoon traffic jams on Creighton Avenue and are a concern with additional risks to health & safety within the local community;

#### Environmental Issues

- Impact on oak tree (labelled T 070 which is of important amenity value;
- A significant number of trees along the Creighton Avenue frontage (TG04 iv-xi, i.e. six category B trees) would be felled to allow for the construction of an access road;
- Ecological loss (connecting the Metropolitan Open Land with Coldfall Woods immediately opposite) should not be underestimated, and neither should the loss in terms of local amenity.

#### Tottenham Police Station/ Crime Prevention

- 5.31 Have been consulted on this scheme by the architects and have visited the site. They have no objection to the proposals and the architect has obviously considered crime prevention in the design. They can give further advice as necessary throughout the whole lifetime of the scheme. The Crime prevention department can be contacted on 02083452167.

#### Muswell Hill and Fortis Green Association

- 5.32 The Association realise that the area is short of Primary School places and the proposed school will help to alleviate the situation. However, the Association is concerned about the effects of the school on traffic and parking. The poor accessibility of the site by public transport will almost certainly lead to a high level of car usage by both staff and parents. Because of the lack of on-site parking (except for 1 disabled bay) the staff will park in the limited spaces nearby both during term time and whenever the school is used for evening, weekend or holiday activities, as is proposed
- 5.33 Use of cars for delivering and collecting children will add to the traffic in the already busy Creighton Avenue and will also involve temporary parking for parents nearby. Use of the drop-off point within the site may work while there are only 30 pupils but as numbers rise to 210 as planned this will become

inadequate and the crossovers into and out of the site will present a hazard to pedestrians.

- 5.34 The association is also concerned about possible overlooking and disturbance of those properties in Ringwood Ave which back onto the site. It is important that effective measures are taken to provide visual barriers and also measures to minimize noise from outdoor activities.
- 5.35 If the Council is minded to approve the Application the Association suggest that conditions should be attach 1) to restrict the hours of evening and weekend use of the school and 2) to require a revised and more practical traffic study and discussions with the Council's Highways Dept concerning parking and possible measures to avoid aggravating existing conditions in the proximity of the site

London Fire & Emergency Planning Authority

- 5.36 Insufficient information has been submitted to show compliance with Part B5 of Building Regulations.

Development Control Forum

- 5.37 A meeting was held on 25<sup>th</sup> July 2011 at Coldfall Primary School. The minutes from the Forum will be tabled separately at the Planning Committee Meeting..

**6. PRE-APPLICATION CONSULTATION**

- 6.1 Prior to the submission of the planning application a wide range of stakeholders meetings/ consultations events took place; namely:
- Engagements with User Group including Chair of Proposers and the Headteacher on a weekly basis;
  - Localised poster and leaflet campaigns, an information pack, direct emails, attendance at synagogue groups and Summer Fairs and public events;
  - A series of public meetings during April 2010, November 2010, & March 2011;
  - A regularly updated web site has been available since 18<sup>th</sup> June 2010;
  - Those who register an interest have also been issued with an e-mail newsletter as and when new information becomes available;
  - The Eden Primary trust has met with a number of local elected representatives including Haringey Councillors, and Officers of the Council including the Head of Children's Services;
  - On the 27<sup>th</sup> April 2011 a public consultation was held in the Raglan Hotel with the proposed design/s available;
  - Meetings have also been held with Planning and Transport Officers as the design has developed;
  - The public meetings have typically been attended by between 100 and 250 individuals.

### Design Panel Presentation

- 6.2 The scheme was presented to the Design Panel on 14<sup>th</sup> April 2011 who were generally supportive of the design and conceptual approach adopted. At the Design Panel two schemes for the site were presented. The scheme in question (referred to as Scheme 2 in the minutes of the Design Panel meeting - attached as Appendix A) is of an organic form influenced by the response to nature, informality and the crucial idea of the arena, intrinsic to the Reggio Emilia approach to education.

## **6. ANALYSIS / ASSESSMENT OF THE APPLICATION**

- 6.1 The main issues in respect of this application are considered to be:

1. Principle of development;
2. Design, Form & Layout;
3. Impact on the Metropolitan Open Land;
4. Ecological Impacts/ Impact on Trees;
5. Impact on Residential Amenity/ Character of the Area;
6. Traffic Generation, Parking and Access;
7. Environmental & Sustainability Issues;
8. Equalities & Diversity Issues.

### **PRINCIPLE OF DEVELOPMENT**

- 6.2 Policy G9 'Community Well Being' states that development should meet the boroughs needs for enhanced community facilities from population and household growth, with the objective of increasing the overall stock of good quality community facilities, especially in areas of shortage.

- 6.3 The replacement London Plan 2011 is generally supportive of proposals for new schools and in particular, within its Context and Strategy section states,

"A growing city with an increasing number of young people will need more educational facilities at all levels. At the same time, policy is likely to favour greater choice of school provision. Planning policies supporting the allocation of sufficient space for education and facilitating development of schools and colleges in appropriate places will be essential to London's continued economic success, tackling exclusion and disadvantage and improving quality of life."

"Access to a high quality school education is a fundamental determinant of the future opportunities and life chances of London's children and young people. London's population will continue to be younger than elsewhere in England and Wales and by 2031, its school age population is projected to increase by almost 17 per cent. At the same time, it is likely that national education policy will favour greater

diversity in the nature of supply, with an increasing range of specialist schools."

- 6.4 The LPA recognises that demand for places in and around this part of the Borough is high, and that projections overall for Haringey show a continuing rise in primary numbers. Haringey's School Place Planning Report 2010 show that there area is characterised by an overall high demand for school places with low surplus capacity (1.05%). The report states that Tetherdown and Coldfall schools have been recently extended to alleviate some of this pressure and that Rhodes Avenue Primary will admit an additional reception class from September 2011.
- 6.5 The proposed primary school will be one of the first Government funded Free Schools in the country and follows the announcement made on 6th September 2010, by Michael Gove MP, Secretary of State for Education, that Haringey Jewish Primary School (now known as Eden Primary) is to be among the first 16 free schools nationally to be able to progress their application to open in September 2011. Free Schools are all-ability, state-funded schools, set up in response to parental demand. They are publicly-funded independent schools, free from local authority control. The school has been set up in response to the local demand. The schools admission policy is not restricted to Jewish children only, with 50% of the intake being on religious grounds with the remainder selected on a proximity basis.
- 6.6 The LPA recognise that the building on site, a large manor house (known as Strathlene) with large garden, was previously used as a sixth form centre in connection with the Fortismere School, and in addition note that the site adjoins a large campus site used for educational purposes. As such the last use for this site was for educational use, before the demolition of the house/ clearing of the site in 2006.
- 6.7 Given however a large part of the sites designation falls within Metropolitan Open Land (MOL), this severely limits the use of part of the site and the opportunities for development. (pg 232) The London Plan states that land designated as MOL is the same as 'Green Belt' in terms of protection from development, and therefore the principles of control over 'Green Belt', set out in PPG2, also applies to MOL. Policy OS2 of adopted Local Plan states that "the character and quality of MOL will be safeguarded" and that "limited development" serving the needs of the visiting public may be permitted if clearly ancillary to the identified purposes of MOL.
- 6.8 The principle of redeveloping this site was established by a previous application (ref: HGY/2005//1932) for the demolition of the existing building and the erection of a three storey nursing home with associated parking and landscaping. This previous proposal raised issues in respects of the sites designation (namely the MOL designation to part of the site and its designation as an Ecologically Valuable Site of Local importance) which were looked at and resolved.



- 6.9 The rear elevation of the nursing home building would essentially have formed the boundary with the MOL with the intention of landscaping a small portion of the MOL land directly beyond the building line, making it more accessible to the residents. It is also intended to introduce new indigenous species to encourage more habitable wildlife. In this regard it was considered that the proposal would not harm the objectives of the site's MOL status. In support of this application a biodiversity survey was undertaken which concluded that there were no protected species under the Countryside and Wildlife Act 1981 on the site. The survey made a number of recommendations designed to enhance the range and variety of flora and fauna on the site in order to enhance its ecological value.
- 6.10 The LPA recognises that education provision on site can bring qualitative and access improvements to the open space to the back of the site and as such a school building to the front is in principle acceptable for the site.
- 6.11 This new primary school through its layout and physical design will provide a high quality environment which will help stimulate, excite and inspire those attending the school, with the additional benefit of providing a facility which can be used by the broader community.
- 6.12 The development of the School will provide additional employment opportunities with regards to the School staff in addition to the longer term economic benefits of improving educational choice and attainment.

## **DESIGN, BUILT FORM & LAYOUT**

### Design & Built Form

- 6.13 Policy G2 'Development and Urban Design' and UD4 'Quality Design' states that development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment. The objectives of the policy are to promote high quality design which is sustainable in terms of form, function and impact, meeting the principles of inclusive design and supporting sustainable development.
- 6.14 The LPA recognise that the topography and slope of the site in addition to the protected trees, planning designations and proximity of adjoining residential properties presented difficulties in the design and layout of a scheme for this site. The layout and design of the school building has been designed to address these constraints and a number of key concepts, including ecology, access to nature and a family style of learning (or Reggio Emilia). The siting of the building is largely dictated by the boundary of the metropolitan open, the footprint of the previous building and precedent of the 2006 nursing home scheme.
- 6.15 The scheme is for a three storey building, with lower ground floor built into the site slope. The total proposed gross internal floor area will be 1223sqm,

which accords with national guidance for a primary school of this size. The building will have a low pitch roof. The low roof pitch results in the overall building height being comparable with surrounding buildings. The finished building will sit within the thick foliage of the existing mature trees and therefore be partially obscured when viewed from Creighton Avenue.

- 6.16 The design approach to the school building is of organic form; largely timber clad reflecting its immediate surroundings which is characterised by mature trees. The lower ground floor of the building will be cut into the slope and will largely accommodate non teaching spaces – kitchen and sanitary facilities, plant equipment etc. By cutting into the sloping topography the mass of the building when viewed from neighbouring properties and the adjoining MOL will be minimised.
- 6.17 The lower ground floor can be zoned separately from the rest of the building for third party letting, with access to sanitary and kitchen facilities to maximise non School use. The plant and kitchen provision is placed beneath ground level as they do not require natural daylight and ventilation.
- 6.18 The upper ground floor is arranged to have key stage one (or infant) accommodation, with key stage two (or junior) accommodation on the first floor. Each of the upper two floors is stacked to accommodate four key spaces (generally classrooms but in one instance the staff room) around an organic central space which can be used for a variety of learning activities. The layout will provide flexibility for learning, with small group space, formal classroom space and these large central areas.
- 6.19 The design of the building is also strongly influenced by the external linkage. The building will have quick direct access to external spaces from the majority of the learning space, particularly by the introduction of a first floor play deck with an external staircase down to ground level. The wide variety of learning space, from traditional formal classrooms, through small group space and to the large open plan central space creates wide flexibility of use.
- 6.20 The form, siting and design of the school building, while of a modern design, is considered acceptable for the site in question, given it's position on Creighton Avenue in close proximity to other school buildings. The building will have a clear public face with a welcoming presence/ positive relationship with Creighton Avenue. The boundary treatment to the site frontage is also appropriately positioned and designed.

#### Materials

- 6.21 The external appearance of the building will be largely timber clad reflecting its setting in a wooded area. As a natural product the timber will change and weather over time. Once built the building will have a strong orange/brown colour to the timber but will weather gradually to turn to a silvery grey.

- 6.22 The lower ground floor of the building, as viewed from the street, will be faced in rustic style brickwork. The street elevation of the scheme (hall roof) will have a timber shingle clad pitched roof that creates a feature at the main entrance.

#### Access

- 6.23 The proposed development is fully accessible and has been designed in accordance with the guide to the building regulations Part M for accessibility and designed to meet the needs of special needs education students. An 8 person lift will be provided to ensure access to all levels of the building in accordance with building regulations part M.
- 6.24 The ground floor will be zoned to allow out of hours use without compromising the security of the remainder of the building, with access to sanitary, food preparation facilities.

#### Landscaping

- 6.25 An indicative landscaping plan has been submitted with the application outlining the landscape/ planting proposal to the space around the school. Details of the intended landscape proposal for the piece of land to the back of the site, not currently within the ownership of the school, have also been submitted.
- 6.26 The landscape masterplan includes a diverse series of spaces for active play, faith activities and ecological enhancement. Immediately to the back and partly to the side of the building will be a series of decked spaces that allow retention of tree species whilst offering outdoor spaces for the adjacent classrooms.
- 6.27 There will be an open space for active play located centrally to the back of the school building, beyond which will be a terraced grass bank for more passive recreational use. The LPA welcome the fact that the piece of this land to the rear of the applications site, which Eden Primary are trying to acquire, is identified for meadow planting and a pond, with space identified for the future provision of a hazel coppice area and a trail through the site. There is also potential for a link through the grounds to gain access to the multi use games area within Fortismere School.
- 6.28 Within the Design & Access Statement the issues of landscape maintenance and management are discussed. The applicant's indicate that at a later stage detailed maintenance specifications will be proposed and they will encompass management of the following elements:

- Existing and Proposed Tree Planting
- Hedge Planting
- Ornamental Shrub Planting
- Ornamental Grass and Herbaceous Planting

- Grassed Areas
- Hard Landscape
- Landscape Management Contractor / Company

- 6.29 The drawings/ sketched submitted in respect of the landscaping put forward a clear and comprehensive proposal for the site, which promote an ecological, organic approach with a strong connections to the natural environment and the site's designation as a site of Ecologically Valuable Site of Local importance.
- 6.30 It is noted that the amount of hardsurfacing to the front of the site will be kept to a minimum and it will be required that such hardsurfacing be of a permeable material. The use of a green roof to the building has been discussed and encouraged at pre-application stage, as it could incorporate species of flora and fauna. The applicant's have however indicated that this is not achievable due to financial constraints.
- 6.31 Overall the landscaping proposal will not detract from the site's open nature and character and the landscaping elements proposed can contribute to the setting, quality and ecological value of the site.

#### Safety & Security

- 6.32 Safety and security are essential to create a quality teaching and learning environment. The objective is to incorporate sensible security measures into the design and building of a new school in order to reduce the opportunity for crime and anti-social behaviour and reduce the fear of crime in schools. Appropriate design features such as a legible layout of buildings, paths and entrances, welcoming reception areas, natural surveillance, a good quality landscaping and lighting scheme, good quality signage, control of access to individual and common areas help to instil a sense of ownership of the school.
- 6.33 As a Jewish faith School particular attention has been paid to safety and security during the design phase. Specialist advice has been given by CST who advise the Jewish community internationally on security issues and in addition discussions have taken place with Haringey's Police Crime Prevention Officers. A number of features have been included following the advice given.
- 6.34 A 1.8m weld mesh security fence will be erected along the perimeters of the site, except for the street frontage, where a more traditional railing, similar in style to the Fortismere School frontage onto Creighton Avenue. Such an approach was required by Officers and it will be more in keeping with the streetscape. Security gates designed as part of the railing frontage will also be erected.
- 6.35 The scheme is designed with the reception/ school office located to the front with the staff room above to give views of the site entrance/ exit and overall

to provide passive surveillance. A day time security guard will be employed and located in the school office. This individual will be responsible for controlling site access.

- 6.36 As outlined further on in this report the scheme has been laid out to provide an on-site drop-off/pick-up lane within the school site with widen vision angles etc for vehicles accessing and leaving the site, in addition to a separate pedestrian route to the building entrance.

### **IMPACT ON METROPOLITIAN OPEN LAND**

- 6.37 The boundary of the MOL runs just beyond the rear building line of the former building on site. The back of the first floor deck to the rear of the building will essentially form the boundary with the MOL.
- 6.38 Policy OS4 emphasises that development next to any open land must be carefully designed in order that the open character of the open land itself is not diminished. As per the 2005 application for the nursing home building, it is accepted that the new building will have some impact on the MOL; as the new building will be set back further, bringing it closer to the boundary than the previous building on site.
- 6.39 Notwithstanding this, the area of MOL in question at the moment is completely enclosed and is not accessibly/ useable by anybody, and historically there has never been public access to this site. The LPA recognises that education provision on site can bring qualitative and access improvements to the open space to the back of the previous manor house, and as such the siting of a school building to the front of the site, in a similar position to the previous building, is considered an acceptable use.
- 6.40 As discussed above the proposal intends to introduce some hard landscaping to the portion of the MOL directly beyond the rear building line. As also indicated it is also the intention to introduce new indigenous species to the piece of land to the back of the site, not within the ownership of the applicant's, to encourage biodiversity.
- 6.41 Bearing in mind the history and circumstances associated with this site and the measures put forward in the application to limit the extent of development beyond the boundary line of the MOL, it is considered that the proposal would not harm the objectives of the site's MOL designation.

### **ECOLOGICAL IMPACTS/ IMPACT ON TREES**

#### Impact on Ecology

- 6.42 PPS9 advice for proposals involving a re-use of a building/ site is that, 'the re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used. However, where

such sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development of the site.'

- 6.43 The entire application site is designated as an Ecologically Valuable Site of Local importance. This is the lowest grade of listing in regard to ecological value. The site in question is known to be used by foraging bats. In pre-application discussions with the applicant it was identified as being important to seek enhancements to the habitat and nature conservation value of the site. As outlined above a landscaping proposal has been submitted with the application.
- 6.44 As outlined above the principle of redeveloping this site was established by way of a previous consent (HGY/2005//1932), for the demolition of the existing building and the erection of a three storey nursing home with associated parking and landscaping. In the Officer's report accompanying this application, the impact of the proposal on the sites designation as a site of ecological value of local importance was considered..
- 6.45 The applicant's for the previous application submitted an 'Environmental and Ecological Survey' commissioned by Planet Earth Ltd. As part of this brief the survey concluded that there were no protected species under the Countryside and Wildlife Act 1981 on the site. The survey made a number of recommendations designed to enhance the range and variety of flora and fauna on the site in order to enhance its ecological value. As a large part of the site was to be retained as private garden with the retention of existing mature trees and the planting of additional trees, appropriate within the context of Coldfall Woods, it was considered that "the ecological interests of the site should remain unaltered".
- 6.46 An Ecological Appraisal Report (dated 17 January 2011) was submitted to the LPA prior to the formal submission of the application. This report identifies the habitat types present/ likely to be present within the site, and the immediate surroundings, and assess the suitability for the site to support protected species. The survey identified that the large expanse of continuous scrub and saplings in the undisturbed broad-leaved woodland in the southern two thirds of the site could support hibernating reptiles and to a lesser extent, badgers (*Meles meles*) and hibernating dormice in the winter months. The remaining one third of the site comprises scrub around the perimeter which could support hibernating reptiles. In the case of the proposal the top third of the site will accommodate the new building, while the middle third will accommodate some hard and soft landscape elements, in addition to a grassed terrace and small woodland area. The other third, located furthest into the site, is not within the ownership of the applicant's at present The Ecological Appraisal Report identified measures to be undertaken to clear the site of scrub and saplings:
- 6.47 Many of the trees around the perimeter of the site will be largely maintained. The retention of the trees will maintain the commuting and foraging routes

through and beyond the site. The surrounding site, in particular Coldfall Woods and the trees in residential back gardens, provide good foraging habitat to bats. There is expected to be no permanent impact on the foraging potential of the area.

- 6.48 Planning Officers accept that the vegetation clearance works to the site will cause some permanent loss of habitat. As outlined above Officers would reiterate the point that the ecological value of the site varies with the front section of the site where the previous house sat having lower ecological value. The front part of the site, with the exception of the mature trees along the frontage and side boundaries does not have established planting, other than scrub. The fact that many of the mature trees to this part of the site will be retained means that their habitat value/ potential to support nesting birds or roosting bats will not be adversely affected. There will be minimal lighting in association with the proposal, therefore minimising any adverse impact on habitats and wildlife. For evening use of the building, background luminance of no more than 10 lux will be provided to the pedestrian route to the front of the building.
- 6.49 The fact that the proposal, as per the previous site arrangement with the manor house and large garden, as well as the nursing home scheme, leaves much of the site at the back open, the ecological interests as a site of local importance can be retained. It is accepted that the construction activity associated with the site will temporarily impact the ecology of the site, however the landscaping measures, in particular those proposed to the piece of land to the rear of the applications site (meadow planting and a pond, with space identified for the future provision of hazel coppice) will serve to protect the ecological value of the site.
- 6.50 In terms of Policy OS6 it is also important to point out that the policy recognises the importance of a development proposal as a factor in formal determination, which can at times outweighs the nature conservation value of a site. The policy states that: “the Council will not permit development on or adjacent to Sites of Special Scientific Interest (SSSIs), statutory Local Nature Reserves, or other sites of importance for nature conservation value or ecological importance: a) unless there will be no adverse effect on the nature conservation value of the site; and b) unless the importance of the development outweighs the nature conservation value of the site”.
- 6.51 In this particular case the provision of a primary school does amounts to special circumstances, therefore allowing for some flexibility in how policy OS6 is applied, while not rejecting the important ecological value of the site. As per a scheme for another new school in Muswell Hill (Tree House School on Woodside Avenue, approved in 2005), which involved the development on/ loss of part of a ‘Significant Local Open Land’ , the scheme was allowed in part because the applicant’s made a case for overriding educational need.

- 6.52 On balance is it considered that the proposal will not have a detrimental impact on the nature conservation/ ecological value of to the site, and as such the proposal is not considered to be contrary to policy OS6.

Impact on Trees

- 6.53 The site contains a significant amount of vegetation, much of which is protected by Tree Preservation Orders (TPO's) and/or MOL status. The front portion of the proposal site (i.e. outside of the M.O.L) contains three individual TPO's, plus a group TPO covering the row of mature pine trees along the front boundary. As noted in the comments above from the Council's Arboricultural Officer the proposal will involve the removal of a total of 11 trees, which include 6 pine trees (TG 04) which form part of the group TPO at the front of the site, and 1 Sycamore tree (T25) located along the boundary with Fortismere School which is also subject to a TPO.
- 6.54 The pines are to be removed to allow a wider access road which would involve excavating into existing ground levels and their root protection areas (RPA's). It is acknowledged that there loss would reduce the amenity value of the group TPO, but it is also noted that the majority of the pines would be retained.
- 6.55 The Sycamore tree identified for removal as noted by the Council's Arboricultural Officer appears to be in decline, as when last inspected the trees canopy was sparse with smaller than usual leaves. This would indicate a very limited life expectancy of 1-3 years. The Council's Arboricultural Officer has no objection to this tree being removed as long as a replacement tree of a suitable size and species is planted nearby, preferably visible to the public. The other trees specified for removal are of low quality and value.
- 6.56 It is acknowledges that there will be significant impacts on 3 other trees (T07, T08 and T09) which are subject to TPO's. Both T07 and 08 will require significant pruning to one side of their crowns to facilitate the new development. They also both have excursions into their RPA's. T08 is over a third of the total area. As asked by the Council's Arboricultural Officer consideration should be given to revising the site layout, moving it away from these trees to minimise the impact on them. Officers are currently discussing this with the applicant's and any changes will be reported at the planning committee meeting. It is also noted that T09 will requires crown reduction work to facilitate the proposed development. As noted it is expected that these 3 trees will require regular crown reduction works in the future as the development is so close to them, this will reduce their amenity value and expected lifespan, however it is hoped that with a revision to the site layout this impact can be minimised.
- 6.57 As requested by the Council's Arboricultural Officer all tree protection measures must be installed and approved by Council Arboriculturist, prior to the commencement of any construction activities on site. The Officer has also stated that subject to the preparation of an approved Arboricultural



Method Statement prior to commencement of works, it is considered that the proposal can be accommodated without harming the trees on site.

## **IMPACT ON RESIDENTIAL AMENITY**

### Impact on Character of the Area

- 6.58 As outlined above the scheme is for a three storey building that will sit into the slope of the site. The overall scale of the building is not too dissimilar in scale/ height to surrounding residential housing, namely two-storey with pitched roofs. The school buildings within the adjoining Fortismere School campus are of a similar height. The mature trees to the front of the application site will continue to be the dominant and defining feature as viewed from Creighton Avenue. Overall the proposed building will sit comfortably within the overall neighbourhood context.
- 6.59 The issues of the use and impact on the local road network/ on parking are considered further on in this report. The sections below consider the impact of the building and its use on the residential amenity of the adjoining residents.

### Loss of Privacy/ Overlooking

- 6.60 The residents most directly affected by the proposal are those to the west of the application site on Ringwood Avenue. The residents mainly affected would be the rear gardens and outlook from 6 houses which adjoin the site; namely No's. 36 – 46 Ringwood Avenue. These are detached properties with significant rear gardens of 30m in depth. The gardens of these houses rise up to meet the application site; the houses themselves are set down at a lower level.
- 6.61 The proposed building would be pulled in from the boundary and overall the form/ shape of this side elevation of the building is broken down and articulated. This side elevation of the school building will have a raised platform which will allow access from the upper floor down to the external play spaces to the rear of the school. Concern has been expressed by residents of Ringwood Avenue over the increased levels of overlooking from the new building, in particular from the raised platform. Details of a Willow Hurdle screen to be attached to the side of the raised deck have been submitted, (as per drawing D1932 SK004) to mitigate against overlooking.
- 6.62 Due to the sinking of the proposed building the eaves height of the building will not sit significantly above natural ground level. Given the distances between the side elevation of the building and these adjoining properties the proposal will have no adverse visual impact or impact on daylight/ sunlight receivable to these properties and their gardens.
- 6.63 The incorporation of a willow hurdle screen will serve to reduce any potential overlooking from the raised platform and in addition the first floor facing

window on the side elevation will have obscure glazing up to eye level. These measure, coupled with the generous depth of the adjoining rear gardens and the mature vegetation along the shared boundary means that opportunities for overlooking or a reduction in privacy have been minimised.

### Noise

- 6.64 In terms of noise to neighbouring residents the main impacts would be the noise associated with drop-off or pick-up by parents, noise generated from within the site (playground area) and any noise from any mechanical & ventilation equipment. These impacts however must be balanced against the noise and disturbance generated by the previous use of the site, background noise, in particular from traffic and the adjoining Fortismere School site, which already forms part of the character of the area.
- 6.65 The potential for generation of noise from use of the playground is however the main concerns raised by local residents. The noise levels from children playing may be above the desirable limit of LAeqT 50 dB from BS:8223 for external areas. However, bearing in mind the distance between the identified play area and the backs of these nearby properties and the depth of the rear gardens in question, as well as the screening along the boundary and the fact that sound level drops off 6 dB from the source point for every doubling of distance, the noise from children playing while audible from within the gardens of neighbouring properties during break times, would not be seriously detrimental to the amenities of these adjoining residents. However, in order to further reduce this and any likely adverse impact on the amenities of the residents in question, a noise barrier in the form of an acoustic fence will be required to be installed along the rear garden boundaries of properties Nos. 36 – 46 Ringwood Avenue.
- 6.66 Issues of noise and disturbance associated within activities within the school can also in part be controlled by way of appropriate management/supervision of outdoor areas, so therefore to further minimise the impacts on adjoining residents.
- 6.67 In terms of noise emanating from within the building (i.e. children playing/music etc) this is not expected to be significant, given that a building of this nature, needs to be adequately insulated against any external noise, as well as from possible sources of noise from within the school itself, therefore the insulation will work in both ways. PPG24 (Noise) and Building Bulletin 93 (2003) gives recommendations for the maximum levels of external noise that should fall on a school building, outdoor teaching space or playground area within a school site, and ways of arranging buildings and noise barriers to reduce the impact of noise entering teaching areas from outside and from adjoining rooms.
- 6.68 Consideration will need to be given to the siting of any potentially noisy plant or equipment on the site so as to not cause disturbance to occupiers of

nearby properties. A condition will be imposed asking for such details to be submitted.

- 6.70 Overall it is considered subject to the measures outlined above and appropriate conditions the proposal will not adversely impact the residential amenities of nearby residents.

### **TRAFFIC GENERATION, PARKING & ACCESS**

- 6.71 In accordance with the requirements of SPG7c, a Transport Assessment has been prepared by MLM Consulting Engineers, which provides an assessment of the likely traffic generation associated with the proposed development, an assessment of the impact of the development on the local road network and an assessment of the accessibility of the site.

#### Accessibility

- 6.72 The application site is located in an area that has a low PTAL level of 1 but is within reasonable walking distance of the 102, 234, 603 and 653 bus routes, which offer links to Highgate and Bounds Green underground stations and Muswell Hill bus interchange with a two-way frequency of approximately 28 buses per hour. It has been acknowledged that there is a local demand for the school, with initial parent and guardian surveys indicating that all children will live within 1.5 miles of the site. It has also been confirmed that the schools enrolment policy, is based on the pupil's proximity to the school.

#### Vehicular Access & Parking

- 6.73 A drop-off/pick-up on site access road will be provided so parents can drop-off pupils right outside the School entrance if required. This will operate as a one way system at the appropriate times of the day. Vehicle tracking has been reviewed along this route, leading to a realignment of the exit to improve safety, particularly the vision splays when exiting the site. For delivery access a reversing system is proposed to ensure minimum damage to the mature tree canopy along the street frontage. This would only take place once children are in the building and safe from any reversing vehicles. This also allows for refuse trucks to reverse close to the bin store.
- 6.74 An accessible parking bay (Disabled Blue Badge holders) will be provided which is the maximum that can be accommodated on site in order protects the mature trees/ landscaping on site and to prevent encroachment into the MOL. While Officers accept that the level of car parking provision is considerably less than that expected, the Council considered that in this case the restricted car parking provision together with extended parking restrictions outside the school will help to support and form a key element of the travel plan initiatives proposed by the school.
- 6.75 While it accepted that there may be some parking by staff on surrounding roads this will not have a significant impact on road network and the

availability of on-street car parking. The site is not identified by the Council's adopted UDP as a location which suffers from high parking pressures and in fact the area has low levels of on-street car parking, given a lot of the residential properties in the immediate surroundings have off street parking.

#### Access for Emergency Services

- 6.76 The emergency services have access to the full frontage of the building with hard standing on the dropoff/ pick-up access road, and the appropriate vehicle tracking exercises have been completed for this.

#### Pedestrian Access

- 6.77 A separate pedestrian access will be provided to the north east corner of the site therefore keeping pedestrians and vehicles apart. This will take the form of a disabled accessible ramp with a walled barrier to the access road.
- 6.78 As outlined above in order to accommodate the resulting increase in pedestrian and cycle traffic and to further encourage journeys by foot and cycle, the applicant will be required to contribute towards a scheme to improve highway safety outside the school.
- 6.79 It is identified that a raised zebra crossing serving both Eden School and neighbouring Fortismere School will vastly improve conditions for students walking/cycling to school as well as encourage the uptake of these sustainable modes of transport. To further enhance highway safety within the immediate vicinity of the site, Officers require that the scheme should also include raised entry treatments, raising the existing uncontrolled crossing to the west of the site, additional parking restrictions and improved signing and lighting.

#### Traffic Generation

- 6.80 The school will accommodate 210 students in total when fully operational (start of the 2017-2018 year). When fully operational the school will employ up to 20 staff, including teachers, teaching assistants and administration staff. Pupils will arrive at the school between 08.45 and 09.00 and will leave between 15.30 and 15.50, and may be staggered between key stage 1 and 2 pupils.
- 6.81 Looking at the modal share information taken from neighbouring Fortismere School travel plan, this indicates that 71% of the students walk to school and approximately 21% travel by sustainable modes. Based on this modal split is considered feasible that by integrating "walking" with the bus services, sustainable travel can provide an alternatives for the pupils/staff/patrons, thereby suppressing reliance on car travel.
- 6.82 Using the TRICS database and based on London specific school sites, the TA projects that from 2017 when the school will be at maximum capacity

there will be 33.6 two-way traffic movements during the am school peak. The Council's Transportation Officers however project this to be higher in the order of 42 movements in the am peak. However, although there is difference in these projections, these movements will take place over the course of an hour and therefore will not have a significant impact upon the existing highway network.

- 6.83 To support the sustainable transport measures to achieve modal shift from 'Car' to other modes such as public transport, walking, cycling a School Travel Plan (STP) has been prepared and submitted with the application. The travel plan outlines a number of measures to encourage parents and staff to travel to and from the site using sustainable modes of transport. The provision and management of the STP will need to be secured by means of a condition.
- 6.84 Parents and guardians of prospective pupils took part in an initial travel survey, which indicated that 53% would be walking to school and 20% would be using other sustainable modes such as taking the bus, cycling and car share. The modal split for the first phase indicating a high level of pupils travelling by sustainable modes is evidenced by modal share patterns at neighbouring Fortismere School, where 71% of pupils walk to school. The school governors will have overall responsibility for the management and implementation of the travel plan, however the school will appoint a dedicated travel plan co-ordinator to ensure targets are met and measures remain relevant.

## **ENVIRONMENTAL & SUSTAINABILITY ISSUES**

- 6.85 Policy G1 "Environment", states that development should contribute towards protecting and enhancing the local and global environment and make efficient use of available resources. The objective of the policy is to facilitate developments which protect and enhance the environment and operate in a sustainable and environmentally friendly manner. The Council will seek to ensure development schemes take into account, where feasible: environmentally friendly materials, water conservation and recycling, sustainable drainage systems, permeable hard surfacing and green areas, biodiversity potential, energy efficient boiler systems etc.

### Use of Renewable Energy

- 6.86 In accordance with the requirements of the London Plan, an assessment of the potential contribution of renewable energy technologies for this development has been undertaken, to show how a target energy reduction of 20% can be achieved, based on current Building Regulations minimum construction requirements. As shown below a number of potential renewable technologies were considered, namely:
- Photo-Voltaic cells– It is identified that photovoltaics could be used to provide the full target carbon emission reduction, however cost is

identified as being prohibitively high; although an array to offset the use of a gasfired boiler for domestic hot water and for educational purposes, especially with the new 'feed in' tariff is worth considering.

- Micro Wind – It is identified that micro-wind generation could be used to provide the full target carbon emission reduction however careful consideration would need to be given as to whether this is a desirable technology for a site of this type and location, but the life cycle costs demonstrate a good return should the 'feed in' tariff remain in place. It is suggested that a small turbine for educational purposes would be beneficial and could be located on the roof area, where the visual impact would be reduced.
- Air source heat pumps – Is to be the likely preferred option for a new build school of this nature. The heat pump option would meet the target and a suitable air source heat pump can be utilised. The applicant's consultant recommends that a commercial quality air source heat pump system, linked to underfloor heating, be provided, as this would exceed the requirement for a 20% reduction in CO2.

#### BREEAM Assessment

- 6.87 A BREEAM pre-assessment has been submitted which shows that the development is anticipated to achieve a 'very good' rating.

#### **EQUALITIES AND DIVERSITY ISSUES**

- 6.88 The Equalities Act fully sets out the applicable legal framework for Public Authorities (Section 149 of the Act) to pay due regard to the need to eliminate discrimination and promote equality with regard to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity and foster good relations between different groups. Equality duties require Authorities to demonstrate that any decision it makes is done in a fair, transparent and accountable way, considering the needs and the rights of different members of the community.
- 6.89 This proposal for a new one form entry primary school would help to meet an identified need for extra school places in this part of the borough. The proposal would provide a high quality teaching environment for the children attending the school. The school has confirmed its intention to offer community access and in addition the school's admission policy is not restricted to Jewish Children only, with 50% of the intake being on religious grounds with the remainder selected on a proximity basis.
- 6.90 The proposal is therefore considered to enhance educational provision for all of Haringey's diverse communities. The proposal would introduce a new primary school in the borough and would be in line with wider corporate responsibilities and will assist with the local authority's statutory obligation

towards education provision. This planning application has been submitted, following approval from the Department of Education for a 'Free School'.

## **7. CONCLUSION**

- 7.1 The proposal will provide a high quality education facility which will increase the supply of school places in this part of the borough, with enhanced opportunities for teaching and learning and with wider benefits to the local community through opportunities for additional activity outside of normal school hours. It is considered that the layout, design and external appearance of the development will be in keeping with the setting of the site, in particular next to Metropolitan Open Land (MOL) and the surrounding area. The scheme has been designed sensitively in relationship to adjoining residential properties and the ecological designation of the site. On balance, the transport and access arrangements are considered satisfactory in light of the proposed travel initiatives and the catchments area for this school.
- 7.2 Having considered the proposal against the London Plan, the adopted Haringey Unitary Development Plan and adopted Supplementary Planning Guidance and taking into account other material considerations, Officers consider the proposed development to be acceptable and that planning permission should be granted subject to appropriate conditions and subject to a S106 Agreement.

## **8. RECOMMENDATION**

### RECOMMENDATION 1

- 8.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/1166, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) The applicant to enter into a Section 106 Agreement securing a £82,0000.00 (eighty two thousand pound) for a comprehensive highway safety scheme including: raised zebra and pedestrian crossings, raised entry treatments, additional parking restrictions and improvements to signing and lighting within the immediate vicinity of the site.

### RECOMMENDATION 2

- 8.2 That in the absence of the Agreement referred to in the resolution above being completed by 31<sup>st</sup> January 2012 planning application reference number HGY/2011/1166 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution for highway safety measures arising from the development the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

### RECOMMENDATION 3

8.3 In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

### RECOMMENDATION 4

8.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/1166 and the Applicant's drawing No's PL03 - PL10 incl. and subject to the following conditions:

### IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. The proposed building and associated external play and teaching space shall not be occupied/ used until an Outdoor Area Management Plan has been



submitted and approved in writing by the Local Planning Authority. The plan shall set out details of the times these areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised. The approved outdoor management plan shall be complied with throughout the duration of the use.

Reason: In the interests of amenity of noise sensitive receptors

4. Before the building hereby permitted is occupied the windows on the side elevation of the building facing No's 44 & 46 Ringwood Avenue (identified on Drawing PL07 Rev B "Frosted Glass High Level Window") shall be glazed with obscure glass only and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

5. Before the building hereby permitted is occupied the Willow Hurdle screen as shown on the Drawing D1932 SK004 to be erected to the side and rear of the raised deck shall be installed and permanently retained as such thereafter.  
Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

6. The external play space to the rear of school building and adjoining the rear gardens of No's 36 to 46 Ringwood Avenue, and as shown on Drawing D1932.L.100 (PL 10) shall not be used outside of normal school hours.

Reason: To protect residential amenity of adjoining residents and to ensure that the additional activity on site arising from this consent, and taking place outside normal school hours, is confined within the building.

#### EXTERNAL APPEARANCE & SITE LAYOUT

7. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development and in the interest of the visual amenity of the area.

8. Notwithstanding any indication on the submitted drawings, details of the siting and design of all walls, gates, fencing, railings or other means of enclosure, including details of an acoustic barrier/ fence to be erected next to the rear garden boundaries with properties Nos. 36 – 46 Ringwood Avenue, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The

walls/gates/fencing/railings/enclosures shall be erected in accordance with the approved details following completion of the building and prior to the occupation of the building hereby approved.

Reason: In order to retain control over the external appearance of the development and in the interest of the visual amenity of the area.

9. Notwithstanding any indication on the submitted drawings details and samples of the materials for those area to be treated by means of hard landscaping (permeable surface) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. Thereafter the hard landscaping shall be carried out in accordance with the approved details following completion and occupation of the building hereby approved.

Reason: In order to retain control over the external appearance of the development and to provide a permeable surface for better surface water drainage on site.

10. Notwithstanding the details of landscaping plan a schedule of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Thereafter the approved scheme of planting and landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the completion of development. Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, shall be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to ensure a satisfactory setting for the proposed development and in the interests of the visual amenity of the area.

11. A detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

12. No external lighting, floodlighting or other means of external illumination shall be affixed to the external elevations of the buildings, or placed/erected within the site other than those approved in writing by the Local Planning Authority. Any external lighting or other means of external illumination shall be installed and thereafter retained in full accordance with the approved details. Reason:

To enable the local planning authority to retain control over these matters in the interests of the amenities of the adjoining properties.

#### TREE PROTECTION

13. All works associated with this development shall be undertaken in accordance with a Arboricultural Method Statement to be prepared and the detail a Arboricultural Method Statement to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works

Reason: To safeguard the health of existing trees which represent an important amenity feature.

14. A pre-commencement site meeting must take place with the Architect, the consulting Arboriculturist, the Local Authority Arboriculturist, the Planning Officer to confirm tree protective measures to be implemented. All protective measures must be installed prior to the commencement of works on site and shall be inspected by the Council Arboriculturist and thereafter be retained in place until the works are complete.

Reason: To safeguard the health of existing trees which represent an important amenity feature.

#### TRANSPORTATION

15. Three months prior to the occupation the building hereby approved, a satisfactory School Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The approved plan shall then be implemented by the applicant in accordance with the timescales, targets and other details set out in the plan.

Reason: In the interest of ensuring sustainable travel patterns and to reduce reliance on private motor vehicles.

16. The disabled car parking space and cycle parking shown on the approved drawings shall be provided prior to the occupation of the building hereby approved.

Reason: In the interests of amenity and road safety.

#### SUSTAINABILITY/ ENVIRONMENTAL PERFORMANCE

17. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the occupation of the development.

Reason: To ensure that the proposal complies with the principles of sustainable development

18. Details indicating the location of the air source heat pump system to be installed, or alternative renewable energy technology/ system with the associated calculations showing how a target energy reduction of 20% can be achieved, based on current Building Regulations, shall be provided to and approved in writing by the Local Planning Authority, prior to the occupation of the building. Thereafter the renewable energy technology/ system shall be installed in accordance with the details approved and an independent post-installation review, or other verification process agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building, hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with national London and local planning policy.

#### CONSTRUCTION

19. The construction works of the development hereby granted shall not be carried out before 0730 or after 1830 hours Monday to Friday or before 0800 or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

20. Prior to the commencement of work a Construction Management Plan including a scheme for the management of the construction traffic associated with implementing this scheme, shall be submitted to and approved in writing by the Local Planning Authority. The plan will specifically show the how traffic around the immediate road network are routed.

Reason: To ensure the construction period of the development does not result in unreasonable disturbance for neighbouring properties and to minimise vehicular conflict at this location.

21. The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority, and shall allow that person to observe the excavation and record items of interest and finds.

Reason: To enable archaeological investigation of the site.

#### RESTRICTIONS ON USE

22. The use of the premises for the purposes hereby permitted shall only take place between the hours of 7.00am and 10.30pm on weekdays and, Saturdays and between 9.00am and 10.00pm on Sundays.

Reason: To ensure that the use does not prejudice the amenities of occupiers of neighbouring residential properties.

#### REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

(a) The proposal is acceptable for the following reasons:

I. The design, form, detailing and facing materials of this purpose-built school building and associated external play space and landscaping are considered acceptable;;

II. The proposal will provide a high quality education facility which will provide enhances opportunities for teaching and learning, with wider benefits to the local community;

III. The scheme has been designed sensitively in terms of environmental, ecological and sustainability issues and in terms of its relationship with neighbouring properties.

(b) The proposed development accords with strategic planning guidance and policies as set out in the adopted Haringey Unitary Development Plan (July 2006); in particular the following G1 'Environment', G2: 'Development and Urban Design', G9 'Community Wellbeing', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design' and OS17 'Tree Protection, Tree Masses and Spines' and supplementary planning guidance SPG1a 'Design Guidance and Design Statements', SPG4 'Access for All - Mobility Standards', SPG5 'Safety by Design', SPG7a 'Vehicle and Pedestrian Movement', SPG7b 'Travel Plan', SPG7c 'Transport Assessment', SPG8b 'Materials', SPG8c 'Environmental Performance' and SPG9 'Sustainability Statement Guidance'.

INFORMATIVE: Any and all works carried out in pursuance of this planning permission will be subject to the duties, obligations and criminal offences contained in the Wildlife and Countryside Act 1981 (as amended). Failure to comply with the provisions of the Wildlife and Countryside Act 1981 (as amended) may result in a criminal prosecution.

INFORMATIVE: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

APPENDIX A – MINUTES FROM DESIGN PANEL MEETING



Haringey Design Panel no. 26  
Thursday 14<sup>th</sup> April 2011

**ATTENDANCE**

**Panel**

Ruth Blum  
Gordon Forbes  
Michael Hammerson  
Leo Hammond  
Chris Mason  
Peter Sanders  
Paul Simms

**Observers**

Marc Dorfman (Chair) ..... Assistant Director, Planning and Regeneration  
Haringey Council  
Richard Truscott (Facilitator) ..... Haringey Council  
Mortimer MacSweeney ..... Haringey Council  
Sule Nisancioglu ..... Haringey Council

|

**The following schemes were considered by the Panel:**

**1) Presentation of proposals for Wood Green Custody Suite (former Police Station)**

Simon Whitmill ..... Architect, Raymond Smith Partnership L.L.P  
Robert Atkinson ..... Metropolitan Police  
Ian McPherson ..... Metropolitan Police

**2) Presentation of proposals for Eden Primary (Jewish free school) at Creighton Avenue, Muswell Hill N10**

Tim Green ..... Architect, Capita Symonds Architecture  
anon. .... Architect, first scheme  
anon. .... Architect, second scheme

**Before and after discussion of the schemes -  
Panel Format & Terms of Reference:**

Marc introduced his proposals for changes to the panel format, possible future links between the panel and the Planning Forum and Conservation Area Advisory Committees, and Richard introduced his draft revised Terms of Reference. After a short discussion it was agreed that both would be considered by all the panel members between this and the next panel, when there would be further discussion and the panel's decision.

**1) Presentation of proposals for Wood Green Custody Suite (former Police Station), Panel Observations and questions**

Confidential until planning application submitted.

**2) Presentation of proposals for Eden Primary (Jewish free school) at Creighton Avenue, Muswell Hill N10 and questions**

Tim Green of Capita Symonds Architecture, representing both the school promoters and Partnership for Schools, the Government's supporting quango, first presented the background of the proposals and selection process. Then separately architects for the two competing bidding consortia described their proposals and took questions. Both design teams were presented anonymously.

The site chosen was originally a large house in grounds, on a north facing slope on the south side of Creighton Avenue, a wide and relatively quiet residential street. To the west (right when viewed from the road, where entrances will be located) are the long back gardens of large, interwar houses on neighbouring Ringwood Avenue, to the east (left) Fortismere School, a Haringey secondary school whose playground, which is designated Metropolitan Open Land (MOL), wraps around to the south of the site. The whole site is designated and recognised as a Site of Importance for Nature Conservation (SINC) and Ecologically Valuable Site of Local Importance. Over Creighton Ave. to the north are more houses and Coldfall Wood, which is protected woodland.

Both Mr Green and both design teams emphasised the importance they were giving to not building on the MOL which extends into the southern half of the site (furthest away from the road and entrance); this would be playground and landscaping and the school are considering extending this by buying twice as much MOL. They all would also seek to avoid any loss of trees along the northern boundary to the road which is densely lined with mature Scots Pines, notwithstanding difficulties providing vehicular access, and not cut into root protection zones for these or other protected trees on and neighbouring the site, including a large sycamore and birch to the east just inside Fortismere. They all also intend to enable a wildlife corridor connecting the two pieces of MOL by not building close to the western boundary but providing dense high quality landscaping here; with the back gardens there averaging 35m length this should be wide enough to provide adequate compensation from the loss of habitat from building the school and playground.

With the planned school size of 1 form entry giving seven classrooms, along with Hall, ancillary and a desire for generous shared space to accommodate the desired “Reggio Emilia Approach” that emphasises community, curiosity, activities and engagement with nature, the space requirements on the limited amount of site on which can be built mean up to three story will be required. The desire to express openness and embrace the larger community will be balanced against the significant security considerations required for Jewish institutions

### **Panel Questions & Observations - Scheme 1**

Confidential until planning application submitted.

### **Panel Questions - Scheme 2**

The second scheme by contrast to the first sought curvilinear organic forms generated from the educational approach, response to nature, informality and the crucial idea of the arena, intrinsic to the Reggio Emilia approach. To some extent, scale, massing and in particular an idea of elevational treatment was not yet determined. It would be up to 3 stories high, at highest 11m, but set into the landscape without significant excavation of outdoor areas. Outdoor decks would organically connect teaching spaces to the landscape to the south and west, with infants, on the second level (grade to the rear) most closely connected, juniors above also with outdoor balconies, and only the hall / ancillary spaces at ground level (grade to the front).

### **Panel Observations - Scheme 2**

#### **Concept & Ideas**

1. The way it is being procured and the approach was considered encouraging, for the open brief and flexibility being offered. It was remarked that this proposal almost seemed to be a response to a different brief to the other, however it was recognised that the differences stemmed from choice of different approach by the teams, which was encouraged.
2. The panel were excited and strongly encouraging of the conceptual approach adopted, which was child friendly, rooted in a charming starting point of the treehouse and had great potential.
3. However there was some concern that the proposals were “still stuck in concept land” or at the bubble diagram stage and needed to be worked up more to demonstrate that the concept can be worked up into a practical building.

#### **Urban and Natural Context**

4. The panel felt the nature of the site means that proposals need not be overly concerned to fit in to the urban context, so that forms, levels, overall massing, materials and colour need not pick up on the surroundings; in materials in particular the panel encouraged bold choices.
5. However the panel felt the natural context, particularly the ancient woodland of which the site was originally a part, was much more important. They were pleased with the space given for an ecological corridor, especially to the west,



and with their efforts to avoid existing trees.

6. The panel were concerned that insufficient account of natural habitats could be taken unless ecological surveys were made in the summer months.

### **Layout, Form & Massing**

7. The panel agreed the designs showed great potential and looked hopeful, albeit still at an early, “concept” stage. The informality was considered a good response to the tree filled setting and could create interesting spaces that would be particularly small-child friendly and exciting.
8. However there were concerns that as well as not being developed enough at this stage, the loose irregular forms could create a lot of awkward leftover spaces and that it could be difficult to provide adequate daylight whilst mitigating sunlight.

### **Materials & Landscaping**

9. No information on materials was provided.
10. The informal setting, emphasis on trees and integration and seamless flowing of internal and external space showed an excellent, strong integration of landscaping into the design. There was some concern at the amount of hard paved playspaces, timber decking and balconies, overlooking and whether the openness of the landscaping would be maintained and whether that was acceptable to MOL.

### **Accessibility & Approach**

11. Panel members remarked that transport issues; how pupils, staff and deliveries would arrive at the site, the distance from public transport connections, the likelihood that pupil catchment would be from a wide area due to the specialist nature of the school, parking and turning on and from Creighton Avenue and parking/delivery space on site would be huge issues to resolve convincingly for the proposals.

### **Consensus and Conclusions**

12. The panel were genuinely excited about this proposal and their only real concern (apart from the minor ones mentioned above) was that it was still at the concept stage and could change substantially in being worked up into a realistic building. The panel encourage these applicants to be brave and continue pursuing this exciting approach, but to ensure it can be translated successfully into reality.

APPENDIX B – DRAWINGS/ VISUAL



Figure 1: Indicative Landscape Plan



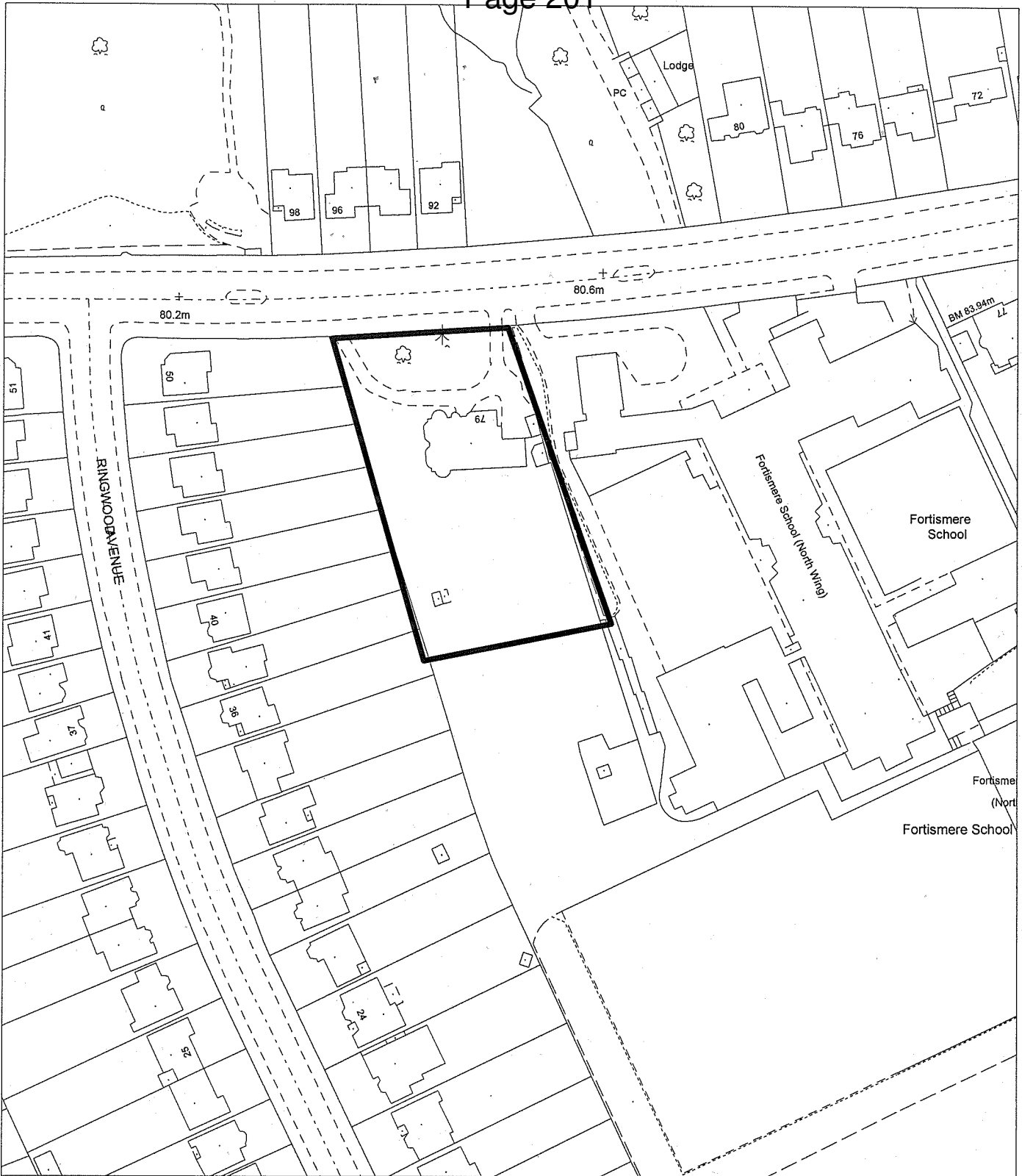
**Figure 2: Indicative Landscape Plan (Including land to the rear, currently not in the ownership of the School)**



**Figure 3: Rear Elevation of School Building**



Figure 4: Front & Rear Perspectives of School Building



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Site plan

Eden Primary, 79 Creighton Avenue N10

**Directorate of  
Urban  
Environment**

Marc Dorfman  
Assistant Director  
Planning and Regeneration  
639 High Road  
London N17 8BD  
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Fax 020 8489 5525

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|--|----------|------------|
|  | Drawn by | AA         |
|  | Scale    | 1:1250     |
|  | Date     | 12/09/2011 |

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Planning Sub-Committee 12 September 2011

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

|   |                              |
|---|------------------------------|
| <b>Reference No:</b> HGY/2011/0814  | <b>Ward:</b> White Hart Lane |
| <b>Address:</b> 550 White Hart Lane N17 7RQ   |                              |
| <b>Proposal:</b> Development comprising of construction of three industrial buildings accommodating a total of 13,251 sqm (142,629 sqft) of gross B1/B2/B8 employment floorspace and divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage   |                              |
| <b>Existing Use:</b> B1, B2 & B8 <b>Proposed Use:</b> B1, B2 & B8   |                              |
| <b>Applicant:</b> Mr Neil Curtis Curtis Real Estates & N.I. Local Government Officers   |                              |
| <b>Ownership:</b> Private   |                              |
| <b>Date received:</b> 21/04/2011 <b>Last amended date:</b> N / A  |                              |
| <b>Drawing number of plans:</b> E10-090 A001, 10-152 A003 REV J, A004, A005, A006, A007, A008, B001 REV A, B002 REV B, B003, B004 REV A, B006 REV A, NTH/247/SK01 REV P5 & NTH/247/SK02 REV P1.   |                              |
| <b>Case Officer Contact:</b> Matthew Gunning  |                              |
| <b>PLANNING DESIGNATIONS:</b> Road Network: Classified Road   |                              |
| <b>RECOMMENDATION; GRANT PERMISISON</b> Subject to conditions subject to sec.106 Legal Agreement  |                              |
| <b>SUMMARY OF REPORT:</b> The proposal is for the redevelopment of the Bridisco site involving the construction of three new industrial buildings, accommodating a total of 13,251 sqm (142,629 sqft) of gross employment floorspace, to be divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage. The principle of the redevelopment of this site for business, industrial and warehousing uses is consistent with existing national strategic, London Plan and local planning guidance regarding new employment development. The redevelopment of this former brownfield industrial site for employment purposes is welcomed as it will suitably consolidate the function of this defined employment area and will enhance the economic viability and job creation potential of this part of the Borough. The siting, built form, design and appearance of this proposed industrial units and the associated access points to this new industrial estate are considered acceptable. The proposal will not adversely affect the residential and visual amenities of nearby residents. This application is recommended for approval subject to conditions subject to sec.106 Agreement |                              |

## 1. SITE AND SURROUNDINGS

- 1.1 The application site which is known as the Bridisco site and is situated on White Hart Lane with two access points onto this road. The site is 6.98 acres (2.825 hectares) in size and falls within a Defined Employment Area. The site is bounded to the rear/north by the gardens of residential properties on Devonshire Hill Lane while to the west the site adjoins Norfolk Avenue and a self storage warehousing unit which sits next to St. George Industrial Estate. To the east of the site is 500 White Hart Lane/ the former Hubert House site, which has been cleared for redevelopment. There is a public footpath running along the eastern boundary of this site which provides pedestrian access to properties in Devonshire Gardens. Directly opposite the site, on the south side of White Hart Lane lies Haringey FC football ground and car park.
- 1.2 The existing buildings on the Bridisco site, which comprised of a warehouse building of steel portal frame construction with brickwork elevations and a three storey offices fronting White Hart Lane, has been recently demolished.
- 1.3 The site is generally flat, however the surrounding land rises moving south to north, with the site forming a plateau cut into the slope.
- 1.4 The development is enclosed to the north by a retaining wall approximately 7.5 metres in height at its highest point, above and beyond which is an area of existing established vegetation (including mature trees), which separates the site from residential dwellings. The retaining wall encloses the eastern and western boundaries of the site dropping to ground level towards the front (southern part) of the site.
- 1.5 There is a grassed area immediately in front of the site, and beyond this, a public footpath and a bus shelter.

## 2. PROPOSAL

- 2.1 The proposal is for the redevelopment of the Bridisco site involving the construction of three new industrial buildings, accommodating a total of 13,251 sqm (142,629 sqft) of gross employment floorspace, to be divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage. The proposed development will provide employment floor space within the B1, B2 and B8 land use classes. The use of the buildings will be predominantly for B2 and/or B8 use but will include ancillary office space within the buildings proposed.
- 2.2 The proposed redevelopment of the site will involve a 74.4% reduction to the existing warehouse and offices space. This is in part due to the infrastructure required to meet the standards and needs of several new units, rather than a single unit. The six new units will be of varying sizes and two of the units will have the potential to be split into smaller units depending on market conditions.
  - Unit 1 – 51,484 square feet
  - Unit 2 – 30,542 square feet with potential to be split into two units.
  - Unit 3 – 13,970 square feet
  - Unit 4 – 11,445 square feet
  - Unit 5 – 25,146 square feet with potential to be split into two units
  - Unit 6 – 10,042 square feet.



| <b>Land Use Floorspace (m2) (GIA)</b> |               |
|---------------------------------------|---------------|
| B1(c.)                                | 6,107         |
| B2 2                                  | 2,361         |
| B8                                    | 4,783         |
| <b>Total</b>                          | <b>13,251</b> |

### **3. PLANNING HISTORY**

OLD/1987/2088 - Erection of single storey extension comprising 1300m2 on eastern side of existing warehouse. – Approved 13/04/1987

HGY/1990/0722 - Erection of a telecommunication satellite dish to the roof of premises. – Approved 24/07/1990

HGY/1993/0610 - Erection of double sided, freestanding, non-illuminated sign. – Approved 29/06/1993

HGY/1996/0562 - Variation to Condition 2 attached to HGY/50530 for amendment of hours of starting operations to 0700 Monday to Friday and 0800 on Saturday. – Approved 16/07/1996

HGY/1996/0623 - Variation to Condition 4 (2 metre storage height) attached to permission HGY/50530 seeking to increase the height of storage on the eastern boundary to 3 metres. – Approved 23/07/1996

HGY/1996/1566 - Erection of an extension to main building to provide a warehouse. – Approved 14/01/1997

HGY/1997/0997 - Erection of a single storey warehouse building – Approved 12/08/1997

HGY/2000/0580 - Erection of temporary single storey portal framed storage building – Approved 13/06/2000

HGY/2001/0366 - Installation of a pedestrian entrance/exit to existing front boundary wall/fence. – Approved 25/05/2001

HGY/2002/0067 - Installation of 3 transmission dishes, 3 antennae and an equipment cabinet of roof of Devonshire House. – Withdrawn 05/03/2002

### **3. RELEVANT PLANNING POLICY**

#### **3.1 National Planning Policy**

PPS1 Delivering Sustainable Development (2005)  
 PPS4: Planning for Sustainable Economic Growth  
 PPG13: Transport  
 PPS23: Planning and Pollution Control

3.2 London Plan (2011)

- Policy 2.7 Outer London: economy
- Policy 2.17 Strategic industrial locations
- Policy 4.1 Developing London's economy
- Policy 4.4 Managing industrial land and premises
- Policy 5.3 Sustainable design and construction
- Policy 5.3 Sustainable design and construction

3.3 Unitary Development Plan

- G1 Environment
- G2 Development and Urban Design
- G4 Employment
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- M10 Parking for Development
- ENV2 Surface Water Run-off
- ENV11 Contaminated Land
- EMP2 Defined Employment Areas
- EMP5 Promoting Employment Uses

3.4 Supplementary Planning Guidance / Documents

- SPG1a Design Guidance
- SPG7a Vehicle and Pedestrian Movement
- SPG8a Waste and Recycling
- SPG8b Materials
- SPG8d Biodiversity, Landscaping and Trees
- SPG8f Land Contamination
- SPG9 Sustainability
- SPG10 The Negotiation, Management and Monitoring of Planning Obligations

3.4 Other

- Haringey Employment Study - 2008 Update
- Draft Sustainable Design & Construction SPD

4. **CONSULTATION**

| <b>Statutory</b>     | <b>Internal</b>   | <b>External</b>   |
|----------------------|---|---|
| Environmental Agency | Ward Councillors<br>Transportation<br>Legal<br>Environmental Health<br>Building Control | <u>Local Residents</u><br><br>1-15 (c) The Green,<br>Devonshire Hill Lane<br>1 – 31 (o) Devonshire Road<br>449-470 (e) White Hart |

|  |  |   |
|--|--|---|
|  |  | Lane<br>2-48 (e) Devonshire Road<br>133-167 (o) Devonshire Hill Road<br>167a Devonshire Hill Lane<br>1-16 Butterfield Close, Devonshire Road<br>1-2 Butterfield Close, Devonshire Road<br>82-156 (e) Devonshire Hill Lane<br>169-177 (o) Devonshire Hill Lane<br>1-10 (c) Devonshire Gardens<br>492-498 (e) White Hart Lane<br>341, 343, 350 White Hart Lane<br>335-337 White Hart Lane<br>484-490 (e) White Hart Lane<br>11-24 © Devonshire Gardens<br>59-67 (o) Fenton Road |
|--|--|---|

## 5. RESPONSES

### Building Control

- 5.1 Due to the nature and complexity of the development it is advised that the London Fire and Emergency Planning Authority are consulted formally regarding access for fire brigade vehicles and personnel for the purposes of fire fighting and rescue

### London Fire Brigade

- 5.2 The issue of water supply within the site has been considered and in order to provide an adequate water supply for fire fighting, the London Fire Brigade (LFB) recommends the instillation of 2 Private Fire Hydrants in the position indicated in red on the enclosed map. The hydrants should be numbered P100119 and P109079 respectively.

### Transportation

- 5.3 The application site has a low PTAL level and is served by the W3 bus route, which operates with a two-way frequency of 24 buses per hour and provides links to Wood Green underground and White Hart Lane rail stations. Furthermore, the site is within reasonable walking distance to the Great Cambridge Road (A10), which is served by the 144, 217, 231, 318 and 444 bus routes providing links to a number local transport services with a two-way frequency of 43 buses per hour. It is therefore reasonable to

assume that a number of staff/patrons would use sustainable transport for journeys to and from the site.

- 5.4 The applicant's consultant Integrated Transport Planning (ITP) Ltd have submitted a Transport Assessment (TA) to support the proposed development. Although the operating hours are unknown, the application form indicates that the six industrial units will have an estimated 250 members of staff. The TA has taken into account trip generation data taken from the TRAVL database covering a range of B1, B1c, B2 and B8 sites. The low PTAL suggests that prospective staff/patrons may be more likely to use private vehicles to travel to and from the site. However, the site selection summary and vehicle generation findings indicate that the proposal will have a significantly lower level of traffic than that generated by the sites current use, with daily peak hour arrivals falling from 516 to 175 vehicle movements and daily peak hour departures falling from 498 to 214 vehicle movements. ITP also carried out a highway impact assessment of the sites two access points, which indicate that both of these accesses will operate with significant spare capacity in both the am and pm peak hours.
- 5.5 Parking provision as illustrated in drawing number 10-152/A003/J has been provided in line with the maximum parking standards set out within the Haringey Council adopted Unitary Development Plan (UDP). As stated in the TA the application makes provision for; 27 lorry bays, 23 car parking bays, 9 disabled parking bays and cycle storage for 54 bicycles. Additionally, the site does not fall within an area that has been identified within the UDP as that suffering from high on-street parking pressure. Parking restrictions are in place along White Hart Lane, which provide on-street parking controls during peak traffic times.
- 5.6 The applicant has put forward a number of travel plan initiatives to minimise the impact of the development. As the end users are currently unknown a Framework Travel Plan is proposed, with a Site Travel Plan Co-ordinator identified to oversee the implementation and management of the individual travel plans. It has been noted that the travel plan has been produced in line with requirements set out in Transport for London guidance and that all companies locating to the site will be required to monitor their individual travel plans using the iTrace system.
- 5.7 The site is currently served by two vehicular accesses, with one access to the west of the site and another to the east. The application involves the relocation of the eastern access to a central location along the sites frontage. It is intended that the new access serves as a main access to the development and therefore, it is proposed that a ghost island right turn facility be installed to minimise vehicular conflict and delay. As confirmed in the TA, the associated safety audit indicated a potential point of conflict that may arise from the use of the proposed ghost right turn lane. The proposal therefore requires the relocation of an existing bus stop.
- 5.8 To take into account the increased pedestrian/cycling activity arising from this development the highway and transportation authority require off-site improvements to enhance street lighting and footway conditions within the vicinity of the site. In addition, the relevant works required in relation to the ghost island right turn facility, amended vehicle access arrangement and relocated bus stop will need to be secured via a Section 278 Agreement.
- 5.9 The highway and transportation authority agree with the findings of the TA and consider that the development will not have any significant negative impact on the

surrounding highway network. Therefore, the highway and transportation authority do not wish to object to this application subject to the imposition of the following conditions:

1. The applicant shall be required to enter into a Section 278 Agreement securing a £70,000 (seventy thousand pound) contribution for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop. Additionally, the agreement is to include a scheme to improve street lighting and footway resurfacing within the vicinity of the site.

Reason: To improve pedestrian/cycle conditions in the immediate vicinity of this development.

2. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

3. The designated Site Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site. Informative

The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

#### Environmental Agency

- 5.10 The proposed development will only be acceptable if a planning condition is imposed requiring the following drainage details.

Condition: Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- The greatest reduction in surface water runoff rates that is practicably possible, with greenfield rates being the target.
- The maximisation of Sustainable Drainage Systems (SUDS) on site. Reason: To minimise the risk of flooding, and to improve and protect water quality.

## **6. ANALYSIS / ASSESSMENT OF THE APPLICATION**

- 6.1 The main issues in respect of this application are considered to be:

- Background/ Principle of Redevelopment
- Design, Form & Layout
- Landscaping
- Transport and traffic impact
- Sustainable Drainage and Flood Risk
- Sustainable Design
- Ecology
- Impact on Residential Amenity
- Planning Obligations

### Background/ Principle of Redevelopment

- 6.2 The site is within Defined Employment Area 17, and is allocated for employment uses. Policy EMP2: Defined Employment Areas – Industrial Locations, protects sites for uses within the ‘B’ use classes and established a principle against redevelopment of the site for other incompatible uses. The emerging Haringey Core Strategy identifies the site under policy SP8 Employment as being within the White Hart Lane ‘Locally Significant Industrial Sites’ (LSIS). The policy allows the use of land for a range of industrial uses (B1b, c, B2 & B8) where they continue to meet demand and the needs of modern industry and business.
- 6.3 Up until recently, the site was occupied by a three storey office building with warehousing to the rear. The buildings which were demolished in February 2001 comprised of an office building with floorspace totalling some 4,427 sqm over three floors. To the rear of the office accommodation was an attached depot of 13,385 sqm of floorspace. The maximum height of these buildings was 11.4 metres above ground (for the warehouse element) and 11.6 metres (for the office component). Two temporary warehouse buildings (with a ridge height of between 10 metres and 10.56 metres above ground) were sited to the rear of the site and were removed prior to the acquisition of the site by the applicant.
- 6.4 The application site was occupied until late 2008 by the British Distribution Company, known as Bridisco. Their operation on the site comprised their UK office headquarters and one of their 30 UK distributions centres. The company operated as a wholesaler and distributor of a range of electrical goods including appliances, electrical components, security systems, lighting and consumer electronics. In November 2008, Bridisco was put into Liquidation. Since then, operations on the site ceased and the buildings became vacant. The site was put to the market in February 2009 with the buildings remaining unoccupied during that time. As outlined by the applicant difficulties have been reported since then with illegal occupation of the site leading to nuisance complaints.
- 6.5 The site was acquired by Curtis Real Estate and the Northern Ireland Local Government Officers Superannuation Committee in January 2010. The applicant has secured on-site 24 hour security to protect the premises since it was acquired by them. In February 2011, the buildings occupying the site were demolished, leaving a cleared site ready for redevelopment.
- 6.6 The principle of the proposed redevelopment of the site for business, industrial and warehousing uses (use classes B1, B2 and B8) accords with national, regional and local planning policy in that it would be bringing a now vacant/ previous employment site back into use. The proposed development will provide new high quality

employment floorspace in the Tottenham area which has seen little industrial development since the 1980s, in addition to providing investment the proposal will provide important opportunities for local businesses and employment benefits. The mix of employment floorspace could generate between 200 and 250 full-time equivalent jobs, although actual employment generation will be determined by occupier requirements.

- 6.7 The application site is appropriate for light industrial, general industrial and warehousing development, but not for B1(a) offices, as these designated areas are generally poorly served by public transport, as in this case and is outside a town centre. The office element within the redevelopment will be ancillary to the industrial and warehousing uses proposed.
- 6.8 It is recognised that the redevelopment of this site will lead to a quantitative reduction in the employment floorspace, however it is accepted that this loss of employment floorspace is mitigated by the qualitative improvements that will arise making the area more attractive to a wider range of end users and employers.

#### Design, Form & Layout

- 6.9 The proposal is for the erection of three new industrial buildings with revised access arrangements to the site and associated parking for each of the individual units. The new site layout will have a central access/ service road with units to either side. The largest building will be on the eastern side of the site and will extend almost the entire depth of the site. This building, as per the previous buildings, will be sited next the eastern boundary, which is primarily a concrete retaining wall with a wooded steep bank fenced in with a 3.2 metre high palisade fence.
- 6.10 To the back of the site next to the rear gardens of properties on Devonshire Hill Lane and Norfolk Avenue will be the smallest of the industrial units. As per the previous building in the part of the site the proposed new industrial building will be sited next to a brick faced retaining wall to the back of the site, with a 3.2 metre palisade fence to the top of a wooded bank that returns on the side next to the gardens to the residential properties on Norfolk Avenue.
- 6.11 The western boundary starts at the front with a 2m brick wall and continues up to the return of the retaining wall with a precast concrete plank wall 1.5m to 2.0 metre high. White Hart Lane boundary has a low brick wall with vertical black railings between brick piers.
- 6.12 On the other side of the access road parallel to the largest building will be the third building. This building will be pulled in from the western boundary of the site, which starts at the front next to White Hart Lane with a 2m brick wall and continues up to the return of the retaining wall with a precast concrete wall 1.5m to 2.0 metre high.
- 6.13 Each industrial unit will have a dedicated lorry/van and car parking as well as cycle hoops and bin storage, related to the particular unit rather than being centralised. The units will have office accommodation at first floor level, 10% to 13% of the size of the ground floor, which will be ancillary to the main function of the buildings as B1/B2/B8 employment units.
- 6.14 The buildings will have shallow pitched roof with a ridge height of 10.2 to 10.9 metres above proposed ground level, which would be lower than the previous office building

which had a roof height of 11.6 metres and lower than the ridge height of the previous warehouse of 11.4 metres. The finished floor level of Unit 1 will be one metre below the other units taking account of the lower level of the south-west corner of the site. The ridge height of Unit 2 will line up with the top of the existing palisade fence adjoining.

- 6.15 The predominant material to the industrial blocks will be profiled metal cladding and roofing sheets supported by portal steel frames. The cladding on the face of the building will be in two different colours - horizontal profile cladding will be in dark blue (Sargasso) to allow the low pitch pale blue (Albatross) roof to appear floating with mid blue (Denim) vertical cladding as a contrast. There will be feature panels on the front elevation and on the prominent corners (Micro rib panels in Sirius silver) to provide contrast to the profile cladding to enhance the overall external finish.
- 6.15 All units will have an electrically operated level access steel shutter each while Unit 1 will also have three loading docks. Unit 1 and 2 will be provided with secure gated service yards with separate car parking while Units 2 to 6 will be served by a number of service yards with adjacent car parking. The whole site will be protected with a sliding gate which will be closed at night.
- 6.16 Along the boundaries the proposal is for the retention and replacement of the metal palisade fencing and brick walling. The hardsurfaced areas will be covered in macadam and concrete.
- 6.17 The proposal is to be fully compliant with the principles set out in Approved Document Part 'M' of the Building Regulations (AD 'M') and BS 8300:2009. The design intent is to provide safe and inclusive access up to the each building entrance.
- 6.17 Policy UD4 'Quality Design' identifies that the spatial and visual character of the development site and the surrounding area should be taken into account, along with the key aspects which affect design. In terms of the overall scale and design, it is considered that the proposed buildings are acceptable, taking into account the broader site context. Importantly the building frontage onto White Hart Lane is broken up and will be softened by landscaping. The frontage onto White Hart Lane will be of a reduced visual mass in comparison to the previous building.

### Landscaping

- 6.18 As noted above the access into the site is changing, and as a result two existing trees along the green strip in between the pavement and back edge of the road will need to be removed. An assessment of the condition of these trees is submitted as a formal part of the planning application. To compensate for this loss the planting of four replacement specimens will be required (secured through S278 Agreement).
- 6.19 As per the previous buildings on site and the previous site layout, the site had very minimal landscaping expect for tree planting along the boundary of the site which separates the site from residential dwellings.
- 6.20 Within the proposed site layout there is minimum scope for soft landscaping owing to the nature of the site and the nature of the proposed uses. Some small areas of planting will be provided, including an area to the front of the site, which is also to act as an attenuation pond. The landscaping proposed will be of shrubs of the long life, low maintenance variety.



Transport and traffic impact

- 6.21 The planning application is supported by a Transport Assessment (carried out by ITP) and a Travel Plan. The traffic generation from the proposed development and the previous lawful site use has been derived based on historic trip rate data within the TRAVL database. It is accepted that the proposed development will lead to less traffic than that generated by the existing use, thus leading to a reduction in traffic on the local road network.
- 6.22 As already noted a revised access arrangement is proposed, comprising a new main central point of access and egress, with an additional secondary point of access into the site at the western end of the site serving a small parking area. The new main access will be 7.3 metre wide and will include new sliding security night gate, dropped kerbs, adapted pavement and the existing brick wall with railing cut back. Road markings to White Hart Lane will be added to provide turn right in. A 7.3 metre wide turning point at the head of the private service road will be provided. In order to provide this new access arrangement an existing westbound bus stop located opposite the site frontage, will be moved approximately 35 metres to the west, along with the associate relocation of an existing traffic island.
- 6.22 The application site falls within a low PTAL area and is served by the W3 bus route, which operates with a two-way frequency of 24 buses per hour, which provide links to Wood Green underground and White Hart Lane rail stations. Furthermore, the site is located within reasonable walking distance to the Great Cambridge Road (A10), which is served by a number of bus routes (No's 144, 217, 231, 318 and 444) providing links to a number local transport services with a two-way frequency of 43 buses per hour. It is expected that a reasonable number of staff/patrons would use sustainable transport for journeys to and from the site.
- 6.23 The TA has takes into account trip generation data taken from the TRAVL database covering a range of B1, B1c, B2 and B8 sites. The low PTAL suggests that prospective staff/patrons may be more likely to use private vehicles to travel to and from the site. However, the site selection summary and vehicle generation findings indicate that the proposal will have a significantly lower level of traffic than that generated by the sites current use, with daily peak hour arrivals falling from 516 to 175 vehicle movements and daily peak hour departures falling from 498 to 214 vehicle movements. ITP also carried out a highway impact assessment of the sites two access points, which indicate that both of these accesses will operate with significant spare capacity in both the am and pm peak hours.
- 6.24 Parking provision as illustrated in drawing number 10-152/A003/J has been provided in line with the maximum parking standards set out within the adopted Unitary Development Plan (UDP). The site layout makes provision for vehicle and cycle parking on a per unit basis, in accordance with the relevant standards, and makes provision for vehicle turning and manoeuvring within the site. In total the proposal makes provision for 27 lorry bays, 23 car parking bays, 9 disabled parking bays and cycle storage for 54 bicycles. As noted the site does not fall within an area that has been identified within the UDP as that suffering from high on-street parking pressure. Parking restrictions are in place along White Hart Lane, which provide on-street parking controls during peak traffic times.

- 6.25 The applicant has put forward a number of travel plan initiatives to minimise the impact of the development. As the end users are currently unknown a Framework Travel Plan is proposed, with a Site Travel Plan Co-ordinator identified to oversee the implementation and management of the individual travel plans. It has been noted that the travel plan has been produced in line with requirements set out in Transport for London guidance and that all companies locating to the site will be required to monitor their individual travel plans using the iTrace system.
- 6.26 To take into account the increased pedestrian/cycling activity arising from this development the Highway and Transportation authority require off-site improvements to enhance street lighting and footway conditions within the vicinity of the site. In addition, the relevant works required in relation to the ghost island right turn facility, amended vehicle access arrangement and relocated bus stop will need to be secured via a Section 278 Agreement.
- 6.27 The Highway and Transportation Authority agree with the findings of the TA and consider that the development will not have any significant negative impact on the surrounding highway network. Therefore, the Highway and Transportation Authority do not object to this application subject to the imposition of a number of conditions, as outlined earlier in this report.

#### Sustainable Drainage and Flood Risk

- 6.28 A Flood Risk Assessment was carried and submitted with the application in accordance with the requirements of PPS25. The Environment Agency has been consulted on this and raise no in principle objection. The Environment Agency Flood Zone mapping shows the site to be located within Flood Zone 1 (Low Probability). In this location, this Flood Zone is defined in PPS25 as land assessed as having a greater than 1 in 1000 year annual probability of fluvial flooding. Under PPS25 the proposed development is considered less vulnerable.
- 6.29 The London Plan and the North London Strategic Flood Risk Assessment make clear directives to reduce existing discharge rates by at least 50%. As a minimum discharge should be restricted to 50% less than the existing discharge as calculated by the rational method
- 6.29 The proposed development will not increase the impermeable area on site. The proposed site layout incorporates surface water attenuation in the form of two basins located towards the front of the site, which will ensure that outflows of surface water are managed and that discharge rates into the surface water sewer are in accordance with Thames Water's requirements.
- 6.30 It is considered the proposal would meet the requirements of the PPS25 and subject to the mitigation measures proposed the development may proceed without being subject to significant flood risk. Moreover the development will not increase flood risk to the wider catchments area as a result of suitable management of surface water runoff discharging from the site.

#### Sustainable Design

- 6.31 A Sustainability Report and Energy Assessment have been submitted with the application. As outlined in the Sustainability Report a variety of measures to promote

sustainability, both in the construction and the operational phase of development, will be achieved, for example by:

- Reuse of construction waste;
- Optimising the use of previously developed land;
- Managing runoff through SuDS;
- Preparation of a Site Waste Management Plan (SWMP)
- Adoption of a Travel plan prepared to assist in the promotion of sustainable transport;
- Development will be designed to meet BREEAM 'Very Good' standards;
- Use of low energy fittings.

6.32 The applicant's have agreed to achieve a BREEAM (Building Research Establishment Environmental Assessment Method) certification of at least 'Very Good'. BREEAM takes into account factors such as contribution of renewable energy technologies to on site energy requirements, sustainable transport methods, grey water recycling, building insulation, solar gain, and sustainable sourcing of building materials and disposal of construction waste to determine their accreditation system.

6.33 Although the above commitments are welcomed, the proposal will be required to demonstrate a reduction of 20% in carbon emission, achieved through the use of onsite renewable energy technology as part of the proposed development. Specific proposals for the inclusion of renewable technology should be included, and justification provided to demonstrate that this requirement will be met; therefore it is recommended that this be conditioned.

6.34 The sustainable measures identified together with the use of renewable technology will represent a satisfactory commitment to measures to combat climate change in accordance with the national, London and local requirements.

### Ecology

6.35 An Ecological Assessment has been prepared and submitted with the planning application. The Assessment notes that the site has limited ecological value due to its developed nature. Those areas of existing landscape forming the northern boundary of the site, which comprise of several semi mature trees, are to be retained.

### Land Contamination

6.36 The existing site has been historically used as agricultural land, a clay extraction operation and more recently a goods distribution depot. Therefore the introduction of chemicals into the ground is likely.

6.37 Geotechnical laboratory testing was carried out on selected samples recovered from the boreholes. Chemical testing was carried out on 21 soil samples, 6 leachate samples and 6 groundwater samples. The levels of contamination were low which is not considered to pose a significant risk of significant harm to end users. However, inspections for hydrocarbons will be undertaken during demolition works.

Waste Management

- 6.38 Each business unit will have its own waste storage facilities and receptacles, as shown in drawing number 10-152-A003-J-A3, Master Plan. This means that the storage of receptacles will be proximate to the business unit and ensures a direct and clear responsibility for managing the cleanliness and security of those facilities
- 6.39 Receptacle storage areas will be secure and constructed of appropriate materials, and will be of sufficient size to accommodate an appropriate number of receptacles as required by the occupier and waste collection operator
- 6.40 The proposed development incorporates specific recycle and waste receptacle storage areas which are individually provided to serve each business units. These areas are of sufficient size to accommodate flexibility in the size and number of receptacles.
- 6.41 The receptacle storage areas have been located to ensure that they are proximate to each unit and to the main means of access to the site, and that they will be accessible in all weathers. They will be designed and located to ensure that environmental and fire protection requirements are met, and that they can be accessed in accordance with Health and Safety requirements.

Impact on Residential Amenity

- 6.38 The application site adjoins the rear gardens of properties to the north and west of the site. As already pointed out the site is enclosed to the north by a retaining wall approximately 7.5 metres in height at its highest point, above and beyond which is an area of existing established vegetation (including mature trees), which separates the site from these nearby residential properties. The back of the site next to the boundary previously contained two warehouse buildings (with a ridge height of between 10 metres and 10.56 metres above ground).
- 6.39 To the back of the site next to the rear gardens to the properties on Devonshire Hill Lane/ Norfolk Avenue will be the smallest of the industrial units. The difference in levels between the application site and the gardens of the adjoining residential properties, with the associated retaining wall and the wooded steep bank above will largely conceal the building from view from these residential properties. The distance between the nearest industrial unit and the back of the nearest residential property is approximately 30 metres. The units at the rear will in fact act as a screen to the majority of the back gardens to these residential properties. The revised access and parking arrangements to the site will keep traffic movement away from the boundaries of the site. The elevation treatment in particular the neutral colours will reduce the visual impact of the new buildings on adjoining properties while providing a satisfactory appearance for this industrial park.
- 6.40 Bearing in mind the previous site layout and the building heights and the associated difference in levels with the adjoining site, the proposed site layout and associated building heights will be sensitive to it surrounding and therefore ensuring a satisfactory relationship with the nearby residents properties. The proposal will not have an adverse impact on the amenity of these properties in terms of overshadowing or loss of daylight/ sunlight.

- 6.41 While the actual building forms are not otherwise considered to likely impact the amenities and quiet enjoyment of the nearest neighbouring residential properties, some consideration should be given to noise and disturbance arising from construction works and hours of operation. The imposition of some conditions can reduce the impacts of the development on these nearby residents, namely controls on hours of construction; control on hours of use; limiting the industrial units to the rear of the site to B1 or B8 use. The applicant's have indicated that the comply with the 'Considerate Constructors Scheme's'
- 6.42 Overall it is considered that by virtue of the siting and design of the proposed industrial units, there will be no detrimental impact on the visual and residential amenities of amenities of surrounding properties.

#### Planning Obligations/ Section 106 Agreement

- 6.44 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.
- A revised access arrangement is proposed for the site. This will necessitate works under S278 of the Highways Act 1980, as outlined above. The applicant shall be required to enter into a Section 278 Agreement securing a £70,000 (seventy thousand pound) contribution for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop. Additionally, the agreement is to include a scheme to improve street lighting and footway resurfacing within the vicinity of the site and the planting of replacement street trees within the vicinity of the site.
  - The applicant will be required to make a financial contribution by way of S106 Agreement to support local employment opportunities either as part of the Haringey Guarantee project, or by other appropriate means agreed with the Council. A contribution of £22,500.00 has been agreed.
  - The applicant will be required to enter into a Construction Training and Local Labour Agreement including a requirement for contractors to adhere to national or local schemes to promote employment amongst under-represented equality groups and local residents from Haringey.

## **7. CONCLUSION**

- 7.1 The principle of the redevelopment of this site for business, industrial and warehousing uses is consistent with existing national strategic, London Plan and local planning guidance regarding new employment development. The redevelopment of this former brownfield industrial site for employment purposes is welcomed as it will suitably consolidate the function of this defined employment area and will enhance the economic viability and job creation potential of this part of the Borough. The siting, built form, design and appearance of this proposed industrial units and its associated access points to this new industrial estate are considered acceptable. The

proposal will not adversely affect the residential and visual amenities of nearby residents.

- 7.2 As such the proposal is in accordance with policy UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', EMP3 'Defined Employment Area', EMP5 'Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and the Councils SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', and SPG8b 'Materials' of the Haringey Supplementary Planning Guidance (October 2006). On this basis the application is recommended for APPROVAL; subject to conditions and subject to a Section 106 Agreement.

## 8. RECOMMENDATION

### RECOMMENDATION 1

- 8.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/0814, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) The applicant to enter into a Section 278 Agreement securing a £70,000 (seventy thousand pound) contribution for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop, in addition to a scheme to improve street lighting and footway resurfacing within the vicinity of the site;
- (1.2) A financial contribution of £22,500.00 be provided by way of S106 Agreement to support local employment opportunities either as part of the Haringey Guarantee project, or by other appropriate means agreed with the Council;
- (1.3) The applicant to enter into agreement to enter into a Construction Training and Local Labour Agreement;
- (1.4) The developer to pay a administration / monitoring cost of £2,500.00 in connection with this Section 106 agreement.

### RECOMMENDATION 2

- 8.2 That in the absence of the Agreement referred to in the resolution above being completed by 31st January 2012, planning application reference number HGY/2011/0814 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution for highway and access improvements to this site the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

### RECOMMENDATION 3

8.3 In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

#### RECOMMENDATION 4

8.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/0814 and the Applicant's drawing No.(s) E10-090 A001, 10-152 A003 REV J, A004, A005, A006, A007, A008, B001 REV A, B002 REV B, B003, B004 REV A, B006 REV A, NTH/247/SK01 REV P5 & NTH/247/SK02 REV P1 and subject to the following conditions:

#### IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

#### EXTERNAL APPEARANCE / SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the new front boundary treatment, including landscaping, have been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with such approved detail and prior to the occupation of the residential units hereby approved.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. Notwithstanding the details shown on drawing No A003 J details of a scheme of hard and soft landscaping including details of the front boundary treatment shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.

Reason: To ensure a satisfactory appearance to the development.

5. A detailed Waste Management Plan (WMP) (to include details for the disposal, processing, recycling and storage of waste for the units hereby approved, in addition to details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building. The operations of each unit shall be carried out in accordance with the approved WMP in perpetuity unless minor variations are otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

6. Prior to the commencement of construction works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

#### CONTROL ON USE/ ACTIVITIES WITHIN THE SITE

7. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A) when measured and corrected in accordance with BS 4142:1967, as amended, titled 'Method of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas'. In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers.

8. No deliveries shall be loaded or unloaded within the site between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

9. There shall be no external storage of materials, or construction or placing of racks and bins or other storage containers outside the buildings on site without the prior written approval of the Local Planning Authority.



Reason: In order to safeguard the visual amenity of the area.

10. No additional floorspace other than as stated within the application shall be created inside the buildings approved without the prior written consent of the Local Planning Authority.

Reason: To ensure that the car parking provided meets the needs of the buildings approved and that traffic generation does not exceed the allocated capacity.

11. No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the roof of any building.

Reason: In order to safeguard the visual amenity of the area.

12. No external lighting shall be installed on the site without the prior written consent of the local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

13. Units 2a & 2b hereby permitted, as indicated on DWG:A012 shall be restricted to use classes B1 'Business' or B8 'Storage or Distribution' only as defined in the Town and Country Planning (Use Classes) Order (as amended, or any Order revoking or re-enacting that Order) while the other units hereby permitted shall be used solely as specified in the application for classes B1, B2 and B8

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity.

#### PARKING / TRANSPORTATION

14. The designated Site Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

15. Before the development hereby permitted is occupied the parking spaces shown on the approved plans shall be provided and shall not thereafter be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the Local Planning Authority's standards.

#### SUSTAINABILITY / RENEWABLE ENERGY

16. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the

hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- The greatest reduction in surface water runoff rates that is practicably possible, with greenfield rates being the target.
- The maximisation of Sustainable Drainage Systems (SUDS) on site.

Reason: To minimise the risk of flooding, and to improve and protect water quality.

17. Prior to the commencement of development, details of energy efficient design and the potential for the use of renewable energy sources shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance.

18. Prior to the commencement of development in terms of any unit / building hereby approved, the developer shall provide a copy of the final Building Research Establishment (BRE) certificate confirming that the building design achieves a minimum BREEAM rating of Very Good. The BREEAM Post Construction Assessment shall be carried out on a sample of the development in accordance with an agreed methodology to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability.

### CONSTRUCTION

19. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

20. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

16. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and reasonable endeavours ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

INFORMATIVE: The issue of water supply within the site has been considered and in order to provide an adequate water supply for fire fighting, the London Fire Brigade (LFB) recommends the instillation of 2 Private Fire Hydrants in the position indicated in red on the enclosed map. The hydrants should be numbered P100119 and P109079 respectively.

INFORMATIVE: At the present time the London Fire Brigade has a policy of free annual inspections. If you would like your premises to be included in the test programme then please notify the London Fire Brigade, 169 Union Street, London SE1 0LL Tel 0208 555 1200.



Figure 1: Aerial Photo of Previous Site Layout



Figure 2: CGI of Proposed Site Layout



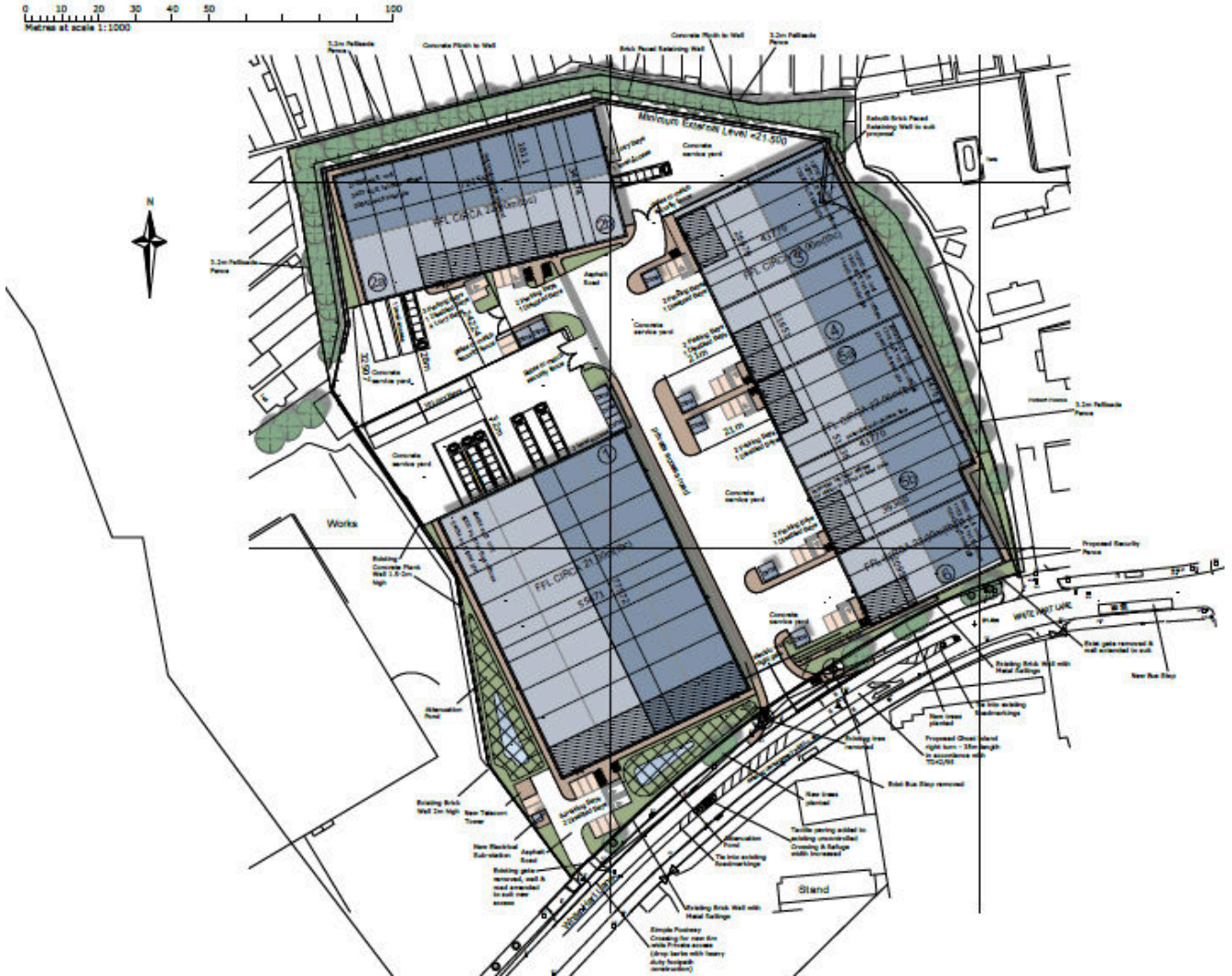
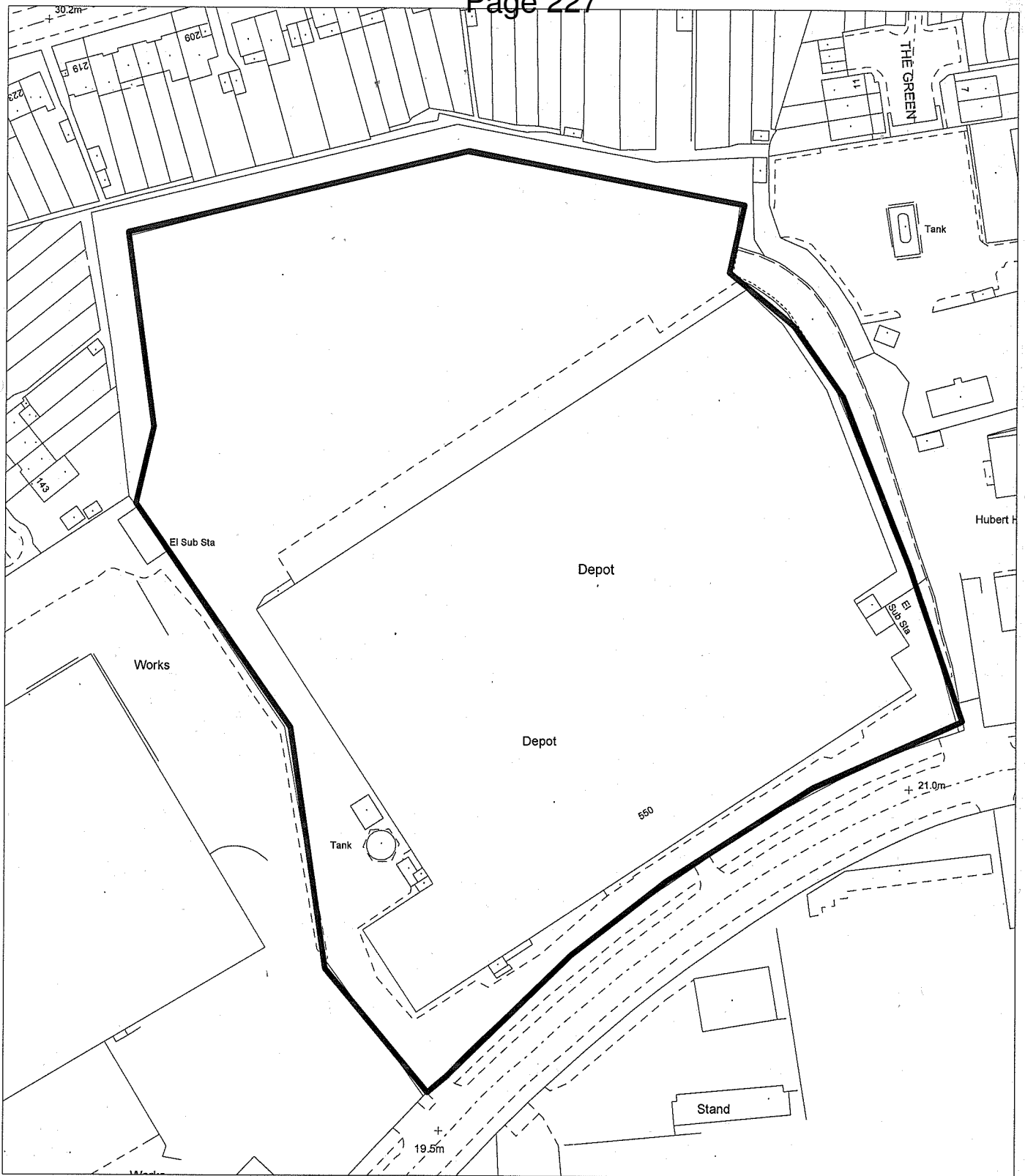


Figure 3: Proposed Layout



**Figure 4: Indicative Front Elevation**



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## Site plan

### 550 White Hart Lane N17

**Directorate of  
Urban  
Environment**

Marc Dorfman  
Assistant Director  
Planning and Regeneration  
639 High Road  
London N17 8BD  
Tel 020 8489 0000  
Fax 020 8489 5525

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|  | Date     | 12/09/2011 |

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Planning Sub-Committee 12 September 2011

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

|  |                                     |
|--|-------------------------------------|
| <b>Reference No:</b> HGY/2011/1254   | <b>Ward:</b> Northumberland Park    |
| <b>Address:</b> 26 Lordship Lane N17 8NS   |                                     |
| <b>Proposal:</b> Erection of 2 storey terrace of 5 x three bedroom units. Demolition of existing two storey building on Bruce Castle Road and erection of two storey building to match existing. Demolition of existing building on Birkbeck Road and erection of 2 x two storey terrace house.  |                                     |
| <b>Existing Use:</b> B1 Light Industrial   | <b>Proposed Use:</b> C3 Residential |
| <b>Applicant:</b> Mr Fletcher - The Roland Group Of Companies  |                                     |
| <b>Ownership:</b> Private  |                                     |
| <b>Date received:</b> 30/06/2011 <b>Last amended date:</b> N / A   |                                     |
| <b>Drawing number of plans:</b> 10-01-01-09 & 10-01-11   |                                     |
| <b>Case Officer Contact:</b> Matthew Gunning   |                                     |
| <b>PLANNING DESIGNATIONS:</b> Road Network: Classified Road  |                                     |
| <b>RECOMMENDATION:</b> GRANT PERMISSION subject to conditions and to a Deed of Variation to the current S106 Agreement.  |                                     |
| <b>SUMMARY OF REPORT:</b> The proposal is largely the same as a scheme approved in July 2010, but differs in terms of the Bruce Castle and Birkbeck Road frontages. The terrace of 5 x three bedroom units along the southern edge of the site, to front onto Lordship Lane, are currently being built and are near completion. The buildings now remaining on the site are three brick structures, which on close examination are of a very poor condition with little or no foundations. As per the current application these Victorian workshop buildings are to be demolished, one of which is to be re-built and the others demolished and replaced with 2 x two storey terrace houses. The design and form of the new terrace block to front onto Birkbeck Road and the replacement building to match the form and design of the Victorian workshop buildings are considered acceptable and in keeping with its surrounding and the character of the area, and will provide good quality family size units. This application is therefore recommended for APPROVAL, subject to conditions, and subject to the completion of Deed of Variation to the current S106 Agreement. |                                     |

## 1. SITE AND SURROUNDINGS

- 1.1 The application site is an irregular shaped site (0.1 ha in size) located on the northern side of Lordship Lane in between the junctions of Bruce Castle Road and Birkbeck Road. The site contains Victorian workshop buildings to the rear, which are brick built with slate roofs and which have gable ends and high level circular windows which face towards the Bruce Castle Road and Birkbeck Road. To the front of these buildings was a steel frame workshop and office building, which up until very recently accommodated an employment use (steel works use known as Gosport Engineering Company Ltd). The site is currently being developed as per planning permission granted in July 2010.
- 1.2 The surrounding area is mixed in character and consists largely of three storey terraces along Lordship which contain retail uses at ground floor level and residential accommodation above. Bruce Castle Road and Birkbeck Road contain two-storey residential terrace properties, with the exception of No 2. Bruce Castle Road, which is a stand alone property. The site is not located within a conservation area but is located close to Bruce Castle Conservation Area and Tottenham High Road Corridor Conservation Area. The site is located approximately 650m away from Bruce Grove Station and falls within a PTAL 3 area.

## 2. PLANNING PROPOSAL

- 2.1 The planning application is for the erection of a two-storey terrace of 5 x three bedroom units, the demolition of an existing two storey building on Bruce Castle Road and the erection of two storey building to match the existing, and for the demolition of existing buildings on Birkbeck Road and for the erection of 2 x two storey terrace houses.
- 2.2 The proposal is largely the same as the scheme approved in July 2010, but differs in terms of the Bruce Castle and Birkbeck Road frontages. The terrace of 5 x three bedroom units along the southern edge of the site are currently being built and are near completion.
- 2.3 The buildings now remaining on the site are three brick structures, which on close examination are of a very poor condition with little or no foundations. To the rear there is a brick and slate built Victorian building of single storey running along the rear of the site and interconnecting with a similar brick built two-storey building. The single storey buildings were used as workshops and the upper part of the two-storey building was used as kitchen and rest accommodation for employees. The whole of the rear ground floor section of the original Victorian buildings have been opened up and were supported by a steel frame and part of the industrial building, which has now been removed.
- 2.4 As per current application these Victorian workshop buildings are to be demolished, one of which is to be demolished and re-built and the others demolished and replaced with 2 x two storey terrace houses.

### **3. PLANNING HISTORY**

#### **3.1 Planning Application History**

HGY/1999/1369 - Erection of and extension to existing entrance canopy. Installation of new rooflight. – Approved 07/12/1999

HGY/2010/0862 - Demolition of existing steel framed workshop and office building and erection of 2 storey terrace of 5 x three bedroom units with private gardens. Refurbishment of existing building to the rear and conversion to form 3 x two bedroom units – Approved 30/07/2010

#### **3.2 Planning Enforcement History**

None

### **4. RELEVANT PLANNING POLICY**

#### **4.1 National Planning Policy**

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 3: Housing

Planning Policy Guidance 13: Transport

Planning Policy Statement 22: Renewable Energy

#### **4.2 London Plan 2011**

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing choice

Policy 3.9 Mixed and balanced communities

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.7 Renewable energy

#### **4.3 Unitary Development Plan 2006**

Policy G1 Environment

Policy G2: Development and Urban Design

Policy UD2 Sustainable Design and Construction

Policy UD3 General Principles

Policy UD4 Quality Design

Policy UD7 Waste Storage

Policy UD8 Planning Obligations

Policy HSG1 New Housing Development

Policy HSG9 Density Standards

Policy HSG10 Dwelling Mix

Policy ENV13 Sustainable Waste Management  
 Policy M4 Pedestrian and Cyclists  
 Policy M10 Parking for Development

4.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements  
 SPD Housing 2008  
 SPG5 Safety by Design  
 SPG8a Waste and Recycling  
 SPG8b Materials  
 SPG9 Sustainability Statement  
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations  
 SPG10c Educational Needs Generated by New Housing

5. **CONSULTATION**

| <b>Internal</b>   | <b>External</b>  |
|---|--|
| Ward Councillors<br>Transportation<br>Legal<br>Building Control<br>Transportation<br>Waste Management | London Fire & Emergency<br>Planning Authority<br>3-27 (o) Bruce Castle Road<br>(including conversions)<br>2-24 (e), 3-23 (o) Birkbeck<br>Road (including<br>conversions)<br>38-42 (e) Lordship Lane,<br>Flat a 38 Lordship Lane<br>(including conversions)<br>25-63 (o) Lordship Lane<br>(including conversions) |

6. **RESPONSES**

5.1 Tottenham Police Station/ Crime Prevention

It is recommended that the new homes are built to Secured by Design standards. The Crime Prevention Design Advisers for Haringey Police can provide free, impartial advice and can be contacted on 02083452167

7. **ANALYSIS / ASSESSMENT OF THE APPLICATION**

Background

7.1 As per the planning consent granted in July 2010 the proposal was for the demolition of the steel frame workshop and office building to the front of the site and the erection of a terrace of five new houses (3 bedroom). The proposal

was also for the refurbishment of the buildings to the rear of the site and conversion into 3 x 2 bed units.

- 7.2 As outlined in Officer Report in respect of this previous application the proposal involved the loss of the an employment use which had been actively marketed for a period of two years, and the proposed redevelopment of this site for residential use was considered acceptable as it was compatible with surrounding uses.
- 7.3 This previous consent is currently being implemented however there are two changes to the scheme in terms of the building forms which will front onto Bruce Castle and Birkbeck Road
- 7.4 The terrace of houses to front onto Lordship Lane, which are near competition, are staggered and sit at an angle to the road frontage. At the closest point the terrace is 3.5m away from the back edge of the pavement. In terms of the side frontages onto Bruce Castle Road and Birkbeck Road the terrace block is respectful of the building lines along these roads. These terrace properties are two-storeys with accommodation within the roof space and overall are 7.7m in height at roof ridge level. These terrace properties are designed with projecting bays and gables and pitched roofs. These terrace units are faced in brick (yellow stock with soft red banding) and render with slate roofs. These dwellings will also have timber framed windows top hung windows.
- 7.5 The metal railings to the front of the site have been kept and a strip of greenery between the frontage of these properties and the back edge of the pavement will be provided

#### Layout & Design

- 7.6 Upon more detailed inspection of the Victorian workshop buildings to the rear of the site, following the demolition of the workshop and office building, it was apparent that these had little or no foundations and were supported by the steel framed building. The existing stock brick walls are very fragile and the lime mortar between the bricks is perished and is very loose throughout. These buildings are in a very poor state of repair such that the intended conversion/ renovations would be very difficult
- 7.7 For this reason this proposal seeks to remove the building on Bruce Castle Road and rebuild the structure in matching materials on new foundations providing a unit on two floors with a roof.
- 7.8 On the Birkbeck Road frontage the proposal is to remove the two existing buildings and to build a pair of identically matching three bedroom terrace houses to be read as an extension/ completion to the terrace.
- 7.9 The frontages of the new terrace houses will be in keeping with the existing terrace as well as respecting the set back and building line of the terrace. The two additional family size units (with additional accommodation within the

roofspace) will have a gross internal area of 97 – 101 square metres and meet the floorspace standards as set out in SPD 'Housing'.

- 7.10 In terms of material the new houses will be predominantly brick construction, therefore providing a visual connection with the existing brick and render properties surrounding the site. The proposed rebuild structure will be built of reclaimed brick, therefore matching the existing building.
- 7.11 Overall the siting, design and form of the new terrace block to front onto Birkbeck Road and the replacement building to match the form and design of the Victorian workshop building, have been carefully considered and designed sensitively to be respectful to the character of the surrounding area. The proposal is considered to be in accordance with policies UD4 and SPG1a.

#### Landscaping

- 7.12 The frontages to the dwellings will have low railings, which will provide a clear ownership demarcation from the public footpaths as well as space for soft landscaping. Rear gardens will have patio areas directly outside doors from the living space and a soft landscaping area to the remaining area.

#### Access

- 7.13 The properties will be able to meet the access standards required by both Part M and Lifetime Homes due to the provision of level access throughout the site.

#### Highway & Transportation Issues

- 7.14 This site is in an area with medium public transport accessibility level and has not been identified within the Council's SPG as that with car parking pressure. It is also within walking distance of the busy bus route High Road, which offers some 68 buses per hour (two way), for frequent connection to and from Seven Sisters tube station. There is also the presence of W3 bus route on the nearby Northumberland Park which provides some 24 buses per hour (two-way), for frequent connection to and from Wood Green tube station.
- 7.15 The issue of on-site car parking provision was considered in the previous application. Officers considered that given the nature of the site, the existing use on site and the traffic/ parking it generates, as well as the PTAL rating of the site, the provision of off street car parking spaces was not considered essential in this case.

#### Impact on Residential Amenity

- 7.16 As per the previous application the impact of the proposal on the amenity of the adjacent properties was considered to be negligible, as the proposal will not lead to adverse overlooking or loss of privacy to neighbouring properties. The new terrace fronting onto Lordship Lane will be over 15 away from the commercial/ residential properties located on the opposite side of the road.

While the proposed terraces properties will have windows at first floor level along the rear elevation, these will be landings, bathrooms, toilets (secondary windows) and as such can be obscure glazed to prevent overlooking into the gardens of the new units to be back.

#### Environmental & Sustainability Issues

7.17 As outlined in the Officers Report for the previous proposal, the scheme is sustainable through a number of means:

- Being a brownfield development;
- Accessible by public transport;
- Achieving High U values;
- Solar water heating provided for all units;
- Water conservation with grey water recycling and rain water harvesting;
- High efficiency boilers;
- Meeting Code 3 for Sustainable Homes.

#### Planning Obligations

7.18 As outlined in the Officers Report for the previous proposal a number of planning contributions were secured in respect of the development. An education contribution calculated in accordance with SPG 10a amounting to £46,000.00 was secured. A contribution of £20,000.00 for works involving the re-surfacing the footway along the relevant sections of Lordship Lane and Bruce Castle Road with the removal of the redundant vehicle crossovers was secured. These works will improve the conditions for pedestrians and will provide space for the provision of a Car Club bay.

7.19 While the current scheme increases the number of habitable rooms by two (i.e. the building on the Birkbeck Road frontage will now be 2 x 3 bed units rather than 2 x 2 bed units); this increase in habitable accommodation is not considered to be of a degree significant enough to reconsider / negotiate the contributions previously secured. However, for procedural reasons there will need to be a deed of variation to the current agreement to tie in the new application reference (HGY/2011/1254) with the signed S106 Agreement.

## **8. CONCLUSION**

8.1 As per the previous consent for this site the loss of the previous employment use on site was considered acceptable and the development for residential use considered acceptable. The design and form of the new terrace block to front onto Birkbeck Road and the replacement building to match the form and design of the existing Victorian workshop building are considered acceptable and in keeping with its surrounding and the character of the area, and will provide good quality family size units.

8.2 As such the current scheme is considered to be in accordance with policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality

Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008). Given the above this application is recommended for APPROVAL

## 8. RECOMMENDATION

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/1254 subject to a pre-condition that the owners of the application site shall first have entered into a deed of variation to the current S106 Agreement and following completion planning permission be GRANTED in accordance with planning application no HGY/2011/1254 and the Applicant's drawing No's No.(s) 10-01-01-09 & 10-01-11 and subject to the following conditions:

### IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect. Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

### EXTERNAL APPEARANCE / SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development, including details of the boundary railings, hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. Notwithstanding the details of landscaping referred to in the application, a scheme of hard and soft landscaping shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.



Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. Notwithstanding any indication on the submitted drawings details of the siting and design of all new fencing or other means of enclosure, including the existing metal railings along the perimeter of the site to be repaired and maintained, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction. The means of enclosure thereafter shall be erected in accordance with the approved details prior to the commencement of the use of the approved development

Reason: To ensure a satisfactory appearance for the development.

6. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

#### PERMITTED DEVELOPMENT

7. Notwithstanding the detail shown on the drawing the first floor window on the rear elevation of the proposed terrace shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the privacy and amenities of occupiers of this adjoining residential property

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, D & E of Part 1 of that Order shall be carried out on site

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

#### CONSTRUCTION

9. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm

on other days unless previously approved in writing by the Local Planning Authority

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

10. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

#### REASON FOR APPROVAL

The design and form of the new terrace block to front onto Birkbeck Road and the replacement building to match the form and design of the existing Victorian workshop building are considered acceptable and in keeping with its surrounding and the character of the area, and will provide good quality family size units. As such the current scheme is considered to be in accordance with policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008).

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address

INFORMATIVE - Each of the three bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag. The two bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag.

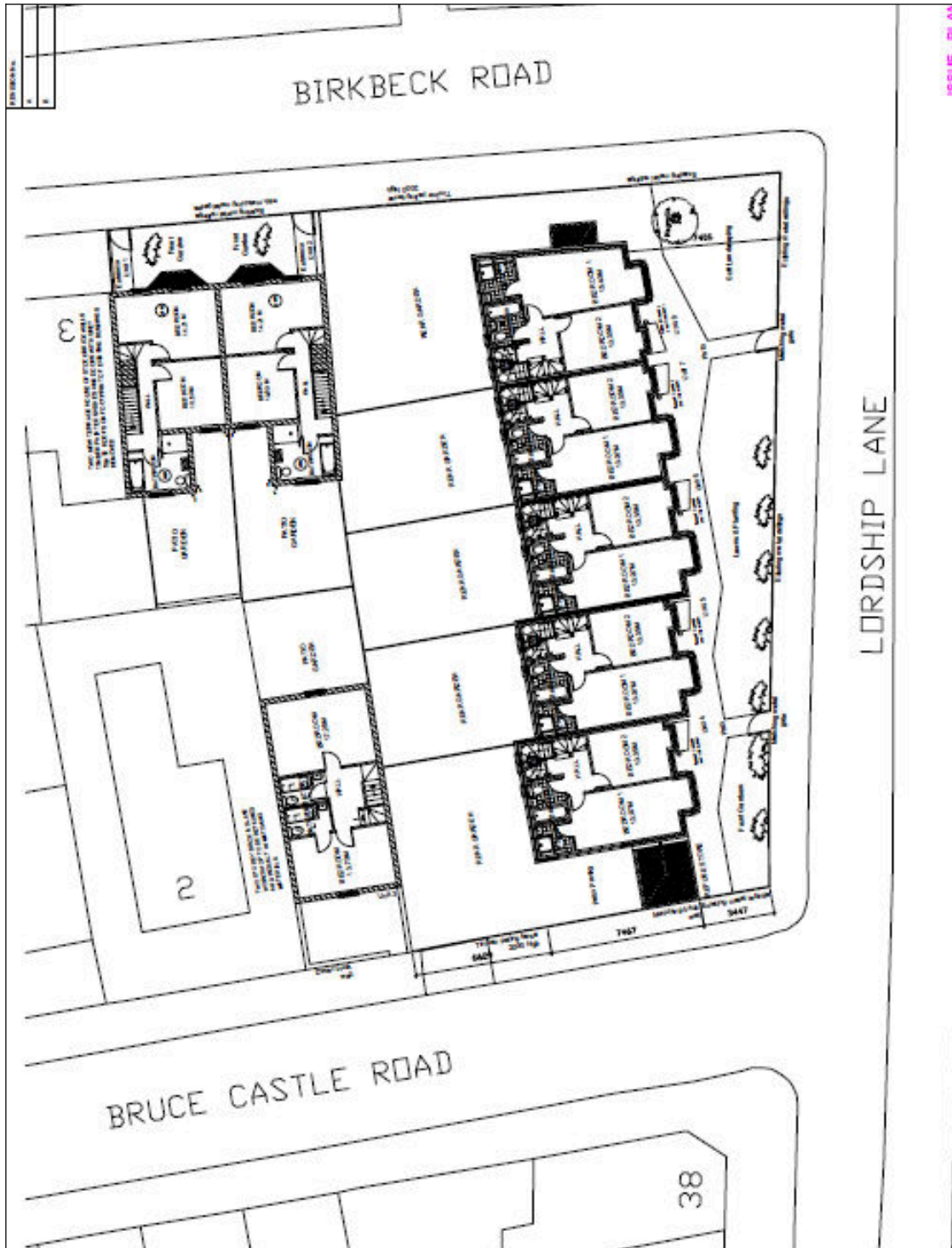


Figure 1; Proposed Site Layout

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## Site plan

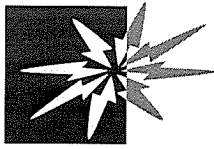
### 26 Lordship Lane N17

**Directorate of  
Urban  
Environment**

Marc Dorfman  
Assistant Director  
Planning and Regeneration  
639 High Road  
London N17 8BD  
  
Tel 020 8489 0000  
Fax 020 8489 5525

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Haringey Council

Agenda item:

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Planning Sub-Committee

On 12<sup>th</sup> September 2011

|   |                                    |
|---|------------------------------------|
| Report Title: Appeal decisions determined during June & July 2011   |                                    |
| Report of: Lyn Garner Director of Place and Sustainability  |                                    |
| Wards(s) affected: All  | Report for: Planning Sub-Committee |
| <p><b>1. Purpose</b></p> <p>To advise the Sub-Committee of appeal decisions determined by the Department for Communities and Local Government during June &amp; July 2011.</p>  |                                    |
| <p><b>2. Summary</b></p> <p>Reports outcome of 2 planning appeal decisions determined by the Department for Communities and Local Government during June 2011 of which 1 (50%) was allowed and 1 (50%) was dismissed.</p> <p>Reports outcome of 1 planning appeal decision determined by the Department for Communities and Local Government during July 2011 of which 0 (0%) was allowed and 1 (100%) was dismissed.</p>   |                                    |
| <p><b>3. Recommendations</b></p> <p>That the report be noted.</p> <p><i>Paul Smith</i></p>  |                                    |
| <p>Report Authorised by: .....</p> <p><i>pp</i> Marc Dorfman<br/>Assistant Director Planning, Regeneration &amp; Economy</p>  |                                    |
| <p>Contact Officer: Ahmet Altinsoy<br/>Development Management Support Team Leader      Tel: 020 8489 5114</p>   |                                    |
| <p><b>4. Local Government (Access to Information) Act 1985</b></p> <p>Planning staff and application case files are located at 6<sup>th</sup> Floor, River Park House, 225 High Road, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: <a href="http://www.haringey.gov.uk">www.haringey.gov.uk</a>. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.</p> <p>The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.</p> |                                    |

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APPEAL DECISIONS JUNE 2011PLANNING APPEALS

|                          |                      |
|--------------------------|----------------------|
| <b>Ward:</b>             | <b>Bruce Grove</b>   |
| <b>Reference Number:</b> | <b>HGY/2010/0767</b> |
| <b>Decision Level:</b>   | <b>Delegated</b>     |

12 Forster Road N17 6QD**Proposal:**

Conversion of the existing property into 2 x 2 bed flats

**Type of Appeal:**

Written Representation

**Issue:**

The effect of the conversion on the availability of family housing in the Borough

The effect on the living conditions of nearby residents from car parking

**Result:**

Appeal **Dismissed** 8 June 2011

|                          |                      |
|--------------------------|----------------------|
| <b>Ward:</b>             | <b>West Green</b>    |
| <b>Reference Number:</b> | <b>HGY/2010/0985</b> |
| <b>Decision Level:</b>   | <b>Delegated</b>     |

438 West Green Road N15 3PT**Proposal:**

Conversion of existing office space on the ground floor to a one bedroom flat

**Type of Appeal:**

Written Representation

**Issue:**

The effect of the proposal on the long term viability of the commercial frontage unit

**Result:**

Appeal **Allowed** 2 June 2011

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**APPEAL DECISION JULY 2011**

|                          |                      |
|--------------------------|----------------------|
| <b>Ward:</b>             | <b>Woodside</b>      |
| <b>Reference Number:</b> | <b>HGY/2010/1892</b> |
| <b>Decision Level:</b>   | <b>Delegated</b>     |

**102 Arcadian Gardens N22 5AD**

**Proposal:**

Change of use from a single dwelling to a 2 x 2 bedroom self contained flats

**Type of Appeal:**

Written Representation

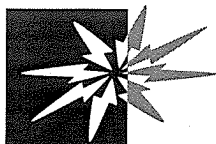
**Issues:**

The effect on the availability of family housing in the Borough

**Result:**

Appeal - **Dismissed** 7 July 2011

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Haringey Council

Agenda item:

[ ]

|                        |                                    |
|------------------------|------------------------------------|
| Planning Sub-Committee | On 12 <sup>th</sup> September 2011 |
|------------------------|------------------------------------|

|   |
|---|
| Report Title: Decisions made under delegated powers between 23 May 2011<br>and 19 June 2011 |
|---|

|  |
|--|
| Report of: Lyn Garner Director of Place and Sustainability |
|--|

|                        |                                    |
|------------------------|------------------------------------|
| Wards(s) affected: All | Report for: Planning Sub-Committee |
|------------------------|------------------------------------|

**1. Purpose**

To inform the Sub-Committee of decisions made under delegated powers by the Head of Development Management and the Chair of the above Sub-Committee.

**2. Summary**


The applications listed were determined between 23 May 2011 and 19 June 2011.

**3. Recommendations**

See following reports.

Report Authorised by:  .....

Marc Dorfman

 Assistant Director Planning, Regeneration & Economy

Contact Officer: Ahmet Altinsoy

Development Management Support Team Leader

Tel: 020 8489 5114

**4. Local Government (Access to Information) Act 1985**

Planning staff and application case files are located at 6<sup>th</sup> Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: [www.haringey.gov.uk](http://www.haringey.gov.uk). From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.

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# HARINGEY COUNCIL

## PLANNING COMMITTEE

### APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 20/06/2011 AND 21/08/2011

#### BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

The planning staff and planning application case files are located at 6th Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am - 5.00pm, Monday - Friday. Case Officers will not be available without appointment.

In addition application case files are available to view print and download free of charge via the Haringey Council website:  
[www.haringey.gov.uk](http://www.haringey.gov.uk)

From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am - 5.00pm, Monday - Friday.

WARD: **Alexandra**

|                 |  |          |                   |                |            |
|-----------------|--|----------|-------------------|----------------|------------|
| Application No: | <b>HGY/2011/0550</b>   | Officer: | Valerie Okeiyi    | Decision Date: | 14/07/2011 |
| Decision:       | GTD  |          |                   |                |            |
| Location:       | 6-7 Rosebery Mews N10 2LG  |          |                   |                |            |
| Proposal:       | Approval of details pursuant to condition 5 (dustbin enclosures scheme) attached to planning reference HGY/2009/1908.  |          |                   |                |            |
| Application No: | <b>HGY/2011/0633</b>   | Officer: | Matthew Gunning   | Decision Date: | 03/08/2011 |
| Decision:       | GTD  |          |                   |                |            |
| Location:       | 21 Barnard Hill N10 2HB  |          |                   |                |            |
| Proposal:       | Erection of ground floor rear extension and second storey rear extension, and reinstatement of hipped roof to front roof elevation                               |          |                   |                |            |
| Application No: | <b>HGY/2011/0638</b>   | Officer: | Jill Warren       | Decision Date: | 01/07/2011 |
| Decision:       | GTD  |          |                   |                |            |
| Location:       | 3 Cranbourne Road N10 2BT  |          |                   |                |            |
| Proposal:       | Erection of single storey rear extension and erection of two rear dormers, with insertion of two rooflights to front / side roofslope. (Householder Application) |          |                   |                |            |
| Application No: | <b>HGY/2011/0707</b>   | Officer: | Tara Jane Fisher  | Decision Date: | 16/08/2011 |
| Decision:       | GTD  |          |                   |                |            |
| Location:       | 47 Grove Avenue N10 2AL  |          |                   |                |            |
| Proposal:       | Erection of single storey rear extension (Householder Application)   |          |                   |                |            |
| Application No: | <b>HGY/2011/0776</b>   | Officer: | Subash Jain       | Decision Date: | 22/06/2011 |
| Decision:       | GTD  |          |                   |                |            |
| Location:       | 32 Grove Avenue N10 2AR  |          |                   |                |            |
| Proposal:       | Erection of rear dormer, insertion of 2 rooflights to front roofslope and 1 rooflight to side roofslope  |          |                   |                |            |
| Application No: | <b>HGY/2011/0783</b>   | Officer: | Michelle Bradshaw | Decision Date: | 21/06/2011 |
| Decision:       | REF  |          |                   |                |            |
| Location:       | 19 Harcourt Road N22 7XW   |          |                   |                |            |
| Proposal:       | Installation of roof extension/terrace and sedum roof  |          |                   |                |            |
| Application No: | <b>HGY/2011/0805</b>   | Officer: | Valerie Okeiyi    | Decision Date: | 18/07/2011 |
| Decision:       | GTD  |          |                   |                |            |
| Location:       | 22 Lansdowne Road N10 2AU  |          |                   |                |            |
| Proposal:       | Erection of rear dormer  |          |                   |                |            |



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|-----------------|---|----------|-------------------|---------------------------|
| Application No: | <b>HGY/2011/0835</b>  | Officer: | Valerie Okeiyi    |                           |
| Decision:       | GTD   |          |                   | Decision Date: 29/06/2011 |
| Location:       | 11 Lansdowne Road N10 2AX   |          |                   |                           |
| Proposal:       | Erection of single storey rear extension (Householder Application)  |          |                   |                           |
| Application No: | <b>HGY/2011/0836</b>  | Officer: | Valerie Okeiyi    |                           |
| Decision:       | PERM DEV  |          |                   | Decision Date: 29/06/2011 |
| Location:       | 60 Grosvenor Road N10 2DS   |          |                   |                           |
| Proposal:       | Insertion of glass doors on external back wall (certificate of lawfulness)  |          |                   |                           |
| Application No: | <b>HGY/2011/0854</b>  | Officer: | Ruma Nowaz        |                           |
| Decision:       | GTD   |          |                   | Decision Date: 04/07/2011 |
| Location:       | 71 Palace Gates Road N22 7BW  |          |                   |                           |
| Proposal:       | Enlargement of existing single storey rear extension and relocation of front entrance to ground floor flat  |          |                   |                           |
| Application No: | <b>HGY/2011/0912</b>  | Officer: | Michelle Bradshaw |                           |
| Decision:       | REF   |          |                   | Decision Date: 12/07/2011 |
| Location:       | 144A Victoria Road N22 7XQ  |          |                   |                           |
| Proposal:       | Amendments to previously approved scheme HGY/2011/0310 to include provision of small sun terrace, privacy screen, planters boxes and grass sedum roof (Householder Application) |          |                   |                           |
| Application No: | <b>HGY/2011/0971</b>  | Officer: | Ruma Nowaz        |                           |
| Decision:       | REF   |          |                   | Decision Date: 18/07/2011 |
| Location:       | 30 Alexandra Park Road N10 2AB  |          |                   |                           |
| Proposal:       | Erection of single storey rear extension, construction of garage/store and roof extension including alterations of pitched roof and remodelling of first floor rear addition    |          |                   |                           |
| Application No: | <b>HGY/2011/1004</b>  | Officer: | Jill Warren       |                           |
| Decision:       | REF   |          |                   | Decision Date: 21/07/2011 |
| Location:       | 9 Elms Avenue N10 2JN   |          |                   |                           |
| Proposal:       | Amendments to approved planning application HGY/2010/0260 for changing window for a Juliet Balcony on the dormer.   |          |                   |                           |
| Application No: | <b>HGY/2011/1007</b>  | Officer: | Subash Jain       |                           |
| Decision:       | PERM DEV  |          |                   | Decision Date: 21/07/2011 |
| Location:       | 61 Alexandra Park Road N10 2DG  |          |                   |                           |
| Proposal:       | Installation of solar photovoltaic panels to the front elevation.   |          |                   |                           |
| Application No: | <b>HGY/2011/1021</b>  | Officer: | Valerie Okeiyi    |                           |
| Decision:       | GTD   |          |                   | Decision Date: 25/07/2011 |
| Location:       | 93 Rosebery Road N10 2LD  |          |                   |                           |
| Proposal:       | Erection of single storey infill extension (Householder Application)  |          |                   |                           |

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| Application No: | <b>HGY/2011/1023</b>  | Officer:       | Subash Jain         |
| Decision:       | REF   | Decision Date: | 25/07/2011          |
| Location:       | 87 Dagmar Road N22 7RT  |                |                     |
| Proposal:       | Erection of shed in yard  |                |                     |
| Application No: | <b>HGY/2011/1035</b>  | Officer:       | Michelle Bradshaw   |
| Decision:       | GTD   | Decision Date: | 28/07/2011          |
| Location:       | 106 Grosvenor Road N10 2DT  |                |                     |
| Proposal:       | Erection of rear dormer and insertion of rooflights to front roofslope (householder application)  |                |                     |
| Application No: | <b>HGY/2011/1039</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | REF   | Decision Date: | 25/07/2011          |
| Location:       | 10 Lansdowne Road N10 2AU   |                |                     |
| Proposal:       | Erection of single storey rear conservatory extension (householder application)   |                |                     |
| Application No: | <b>HGY/2011/1052</b>  | Officer:       | Ruma Nowaz          |
| Decision:       | REF   | Decision Date: | 28/07/2011          |
| Location:       | 30 Alexandra Park Road N10 2AB  |                |                     |
| Proposal:       | Formation of vehicle crossover and construction of new boundary wall and railings (householder application)   |                |                     |
| Application No: | <b>HGY/2011/1059</b>  | Officer:       | Jeffrey Holt        |
| Decision:       | REF   | Decision Date: | 03/08/2011          |
| Location:       | 204 Victoria Road N22 7XQ   |                |                     |
| Proposal:       | Construction of basement room with rear lightwell, extension and widening of existing rear kitchen at ground floor level, and erection of rear extension at first and second floor levels |                |                     |
| Application No: | <b>HGY/2011/1077</b>  | Officer:       | Michelle Bradshaw   |
| Decision:       | GTD   | Decision Date: | 28/07/2011          |
| Location:       | 29A Curzon Road N10 2RB   |                |                     |
| Proposal:       | Demolition of existing rear bathroom and kitchen extension and construction of new Conservatory, bathroom and kitchen extension.  |                |                     |
| Application No: | <b>HGY/2011/1085</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | REF   | Decision Date: | 03/08/2011          |
| Location:       | Alexandra Palace Alexandra Palace Way N22 7AY   |                |                     |
| Proposal:       | Display of 1 x 3 -pole system sign, 3 x marketing boards 3 x marketing panels and 2 x fascia signs  |                |                     |
| Application No: | <b>HGY/2011/1089</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | GTD   | Decision Date: | 03/08/2011          |
| Location:       | Alexandra Park Secondary School, Bidwell Gardens N11 2AZ  |                |                     |
| Proposal:       | Erection of single storey modular building to rear of school for use as a Land Foundation classroom   |                |                     |

Application No: **HGY/2011/1179** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 12/08/2011  
 Location: 77 Crescent Road N22 7RU  
 Proposal: Erection of rear dormer window

Application No: **HGY/2011/1193** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 18/08/2011  
 Location: 4 Rosebery Road N10 2LH  
 Proposal: Erection of two single storey part glazed extensions to rear of property (Householder Application)

Application No: **HGY/2011/1198** Officer: John Ogenga P'Lakop  
 Decision: GTD Decision Date: 18/08/2011  
 Location: 52 Muswell Avenue N10 2EL  
 Proposal: Erection of rear dormer to facilitate a loft conversion (householder application)

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WARD: **Bounds Green**

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Application No: **HGY/2010/2189** Officer: Ruma Nowaz  
 Decision: GTD Decision Date: 29/07/2011  
 Location: Bound Green Industrial Estate, Ring Way N11 2UD  
 Proposal: Erection of 1,672 square meters of Class B8 storage for Safestore (Re-Siting).

Application No: **HGY/2011/0439** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 04/07/2011  
 Location: Bounds Green Industrial Estate Ring Way N11 2UD  
 Proposal: Amendments to unit A8 (Class B1) of approved planning permission HGY/2009/0598 involving increasing the floor area and changes to external fenestration and internal finished floor level

Application No: **HGY/2011/0547** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 01/08/2011  
 Location: 6 Palmerston Road N22 8RG  
 Proposal: Erection of a rear dormer, insertion of 3 rooflights to front roofslope, erection of rear ground floor extension and the replacement of the the existing garage roof with a pitch roof

Application No: **HGY/2011/0678** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 28/07/2011  
 Location: 1 Queens Road N11 2QJ  
 Proposal: Approval of Details pursuant to Condition 5 (Refuse storage arrangements) attached to planning permission HGY/2008/0806

Application No: **HGY/2011/0708** Officer: Jill Warren  
 Decision: GTD Decision Date: 22/06/2011  
 Location: 68 Clarence Road N22 8PL  
 Proposal: Replacement of existing windows with PVCu glazed windows and replacment of existing timber cladding with white PVCu cladding

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|-----------------|--|----------|-----------------------|----------------|------------|
| Application No: | <b>HGY/2011/0757</b>   | Officer: | Jill Warren           | Decision Date: | 20/06/2011 |
| Decision:       | GTD  |          |                       |                |            |
| Location:       | Flat A 11 Palmerston Road N22 8QH  |          |                       |                |            |
| Proposal:       | Retrospective planning application for retention of existing UPVC double glazed windows  |          |                       |                |            |
| Application No: | <b>HGY/2011/0806</b>   | Officer: | Valerie Okeiyi        | Decision Date: | 22/06/2011 |
| Decision:       | GTD  |          |                       |                |            |
| Location:       | 116 Myddleton Road N22 8NQ   |          |                       |                |            |
| Proposal:       | Use of property as 3 self-contained flats  |          |                       |                |            |
| Application No: | <b>HGY/2011/0918</b>   | Officer: | Valerie Okeiyi        | Decision Date: | 12/07/2011 |
| Decision:       | GTD  |          |                       |                |            |
| Location:       | 70 Finsbury Road N22 8PF   |          |                       |                |            |
| Proposal:       | Erection of 2 x rear dormers with insertion of 2 x skylights to front elevation to facilitate a loft conversion. (amended plans) (Householder Application) |          |                       |                |            |
| Application No: | <b>HGY/2011/0928</b>   | Officer: | Valerie Okeiyi        | Decision Date: | 12/07/2011 |
| Decision:       | REF  |          |                       |                |            |
| Location:       | Ground Floor Flat 35 Braemar Avenue N22 7BY  |          |                       |                |            |
| Proposal:       | Demolition of existing extension and erection of new single storey rear extension (householder application)  |          |                       |                |            |
| Application No: | <b>HGY/2011/1146</b>   | Officer: | Elizabeth Ennin-Gyasi | Decision Date: | 11/08/2011 |
| Decision:       | PERM DEV   |          |                       |                |            |
| Location:       | 29 Eastern Road N22 7DD  |          |                       |                |            |
| Proposal:       | Certificate of lawfulness for an existing use for outbuilding in rear garden   |          |                       |                |            |
| Application No: | <b>HGY/2011/1147</b>   | Officer: | Elizabeth Ennin-Gyasi | Decision Date: | 11/08/2011 |
| Decision:       | PERM DEV   |          |                       |                |            |
| Location:       | 29 Eastern Road N22 7DD  |          |                       |                |            |
| Proposal:       | Erection of rear dormer and insertion of 1 x rooflight to front roofslope  |          |                       |                |            |
| Application No: | <b>HGY/2011/1159</b>   | Officer: | Sarah Madondo         | Decision Date: | 12/08/2011 |
| Decision:       | GTD  |          |                       |                |            |
| Location:       | 17 Woodfield Way N11 2NP   |          |                       |                |            |
| Proposal:       | Erection of single storey rear extension   |          |                       |                |            |

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**WARD: Bruce Grove**


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| Application No: | <b>HGY/2011/0361</b>   | Officer: | Jill Warren | Decision Date: | 29/07/2011 |
| Decision:       | PERM DEV   |          |             |                |            |
| Location:       | 240 Philip Lane N15 4HJ  |          |             |                |            |
| Proposal:       | Certificate of Lawfulness for use of property as five studio flats |          |             |                |            |

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| Application No: | <b>HGY/2011/0424</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 25/07/2011            |
| Location:       | 155 Lordship Lane N17 6XE  |                |                       |
| Proposal:       | Change of use from hairdressers (A1) to cafe (A3)  |                |                       |
| Application No: | <b>HGY/2011/0782</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | REF  | Decision Date: | 21/06/2011            |
| Location:       | 38 Higham Road N17 6NQ   |                |                       |
| Proposal:       | Demolition of existing garage and kitchen extension, erection of two-storey side / part rear extension, single storey rear extension and rear dormer, and insertion of three rooflights to front roofslope |                |                       |
| Application No: | <b>HGY/2011/0954</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 06/07/2011            |
| Location:       | 1 Strode Road N17 6TZ  |                |                       |
| Proposal:       | Erection of rear dormer window (Householder Application)   |                |                       |
| Application No: | <b>HGY/2011/1196</b>   | Officer:       | Michelle Bradshaw     |
| Decision:       | GTD  | Decision Date: | 18/08/2011            |
| Location:       | 9 Fairbourne Road N17 6TP  |                |                       |
| Proposal:       | Change of use from dwellinghouse (C3) to children's residential care home (C2)   |                |                       |

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**WARD: Crouch End**


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| Application No: | <b>HGY/2011/0395</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD   | Decision Date: | 30/06/2011            |
| Location:       | 51 Weston Park N8 9SY   |                |                       |
| Proposal:       | Conversion of existing ground floor and upper floor flats into a single dwelling house and erection of a single storey rear extension.  |                |                       |
| Application No: | <b>HGY/2011/0525</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF   | Decision Date: | 14/07/2011            |
| Location:       | 15 Wolseley Road N8 8RR   |                |                       |
| Proposal:       | Partial demolition of non-original brick wall to road and excavation of front garden to provide vehicle crossover. Erection of retaining wall to match existing brick walls. Addition of two windows to basement floor at front and brick fencing to elevation. |                |                       |
| Application No: | <b>HGY/2011/0621</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD   | Decision Date: | 03/08/2011            |
| Location:       | Flat A 16 Crouch Hall Road N8 8HU   |                |                       |
| Proposal:       | New rear extension & garden room with internal refurbishment.   |                |                       |

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| Application No: | <b>HGY/2011/0627</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 29/07/2011            |
| Location:       | 12 Christchurch Road N8 9QL  |                |                       |
| Proposal:       | Erection of single storey extension including alterations to side and front elevation windows (Householder Application)  |                |                       |
| Application No: | <b>HGY/2011/0693</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 03/08/2011            |
| Location:       | 1 Hurst Avenue N6 5TX  |                |                       |
| Proposal:       | Non- material amendments following a grant of planning permission HGY/2009/2121  |                |                       |
| Application No: | <b>HGY/2011/0749</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 29/07/2011            |
| Location:       | 29 Wolseley Road N8 8RS  |                |                       |
| Proposal:       | Construction of rear roof terrace at first floor level. (Householder Application)  |                |                       |
| Application No: | <b>HGY/2011/0800</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 21/06/2011            |
| Location:       | 14-16 Shepherds Hill N6 5AQ  |                |                       |
| Proposal:       | Change of use of No. 14 from religious study centre / temporary student accomodation to single residential property, removal of connection to common parts of No. 16 including enlargement of flats 16A and 16B, seperation of rear gardens and provision of car parking |                |                       |
| Application No: | <b>HGY/2011/0810</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 27/06/2011            |
| Location:       | 42 Shepherds Hill N6 5RR   |                |                       |
| Proposal:       | Alterations to existing Ground Floor + Basement Flat and First Floor Flat to create a five bedroom self contained maisonette.  |                |                       |
| Application No: | <b>HGY/2011/0843</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 29/06/2011            |
| Location:       | 35 Landrock Road N8 9HR  |                |                       |
| Proposal:       | Erection of single storey side extension (householder application)   |                |                       |
| Application No: | <b>HGY/2011/0852</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | REF  | Decision Date: | 29/06/2011            |
| Location:       | 39 + 41 Landrock Road N8 9HR   |                |                       |
| Proposal:       | Erection of rear ground floor extensions, addition of first floor bays and addition of solar panels on flat roof to both properties (householder application)  |                |                       |
| Application No: | <b>HGY/2011/0878</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF  | Decision Date: | 05/07/2011            |
| Location:       | 32 The Broadway N8 9SU   |                |                       |
| Proposal:       | Change of use of existing A1 (Shop) to Ice Cream Coffee Bar including alterations to shopfront.  |                |                       |

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| Application No: | <b>HGY/2011/0881</b>   | Officer: | Ruma Nowaz          |                           |
| Decision:       | GTD  |          |                     | Decision Date: 05/07/2011 |
| Location:       | 25 Stanhope Road N6 5AW  |          |                     |                           |
| Proposal:       | Tree works to include fell to ground 1 x Lime tree   |          |                     |                           |
| Application No: | <b>HGY/2011/0885</b>   | Officer: | Ruma Nowaz          |                           |
| Decision:       | GTD  |          |                     | Decision Date: 06/07/2011 |
| Location:       | 5 Courtside N8 8EW   |          |                     |                           |
| Proposal:       | Erection of two rear storey extension, new double glazed windows and provision of solar panels (householder application) |          |                     |                           |
| Application No: | <b>HGY/2011/0890</b>   | Officer: | John Ogenga P'Lakop |                           |
| Decision:       | GTD  |          |                     | Decision Date: 06/07/2011 |
| Location:       | 14 Topsfield Parade Tottenham Lane N8 8PR  |          |                     |                           |
| Proposal:       | Installation of 2 x internal cooling / heating air condition wall units.   |          |                     |                           |
| Application No: | <b>HGY/2011/0894</b>   | Officer: | Valerie Okeiyi      |                           |
| Decision:       | REF  |          |                     | Decision Date: 05/07/2011 |
| Location:       | Tregaron Avenue, S/O 96 Crouch Hill N8 9ED   |          |                     |                           |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet  |          |                     |                           |
| Application No: | <b>HGY/2011/0896</b>   | Officer: | Subash Jain         |                           |
| Decision:       | GTD  |          |                     | Decision Date: 30/06/2011 |
| Location:       | Crouch Hall Road, S/O 30-34 Charlotte Court Coolhurst Road N8 8EX  |          |                     |                           |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet  |          |                     |                           |
| Application No: | <b>HGY/2011/0897</b>   | Officer: | Ruma Nowaz          |                           |
| Decision:       | PERM DEV   |          |                     | Decision Date: 05/07/2011 |
| Location:       | Priory Gardens, S/O Flat 1-5 Priory Court, Shepherds Hill N6 5QN   |          |                     |                           |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet  |          |                     |                           |
| Application No: | <b>HGY/2011/0898</b>   | Officer: | Michelle Bradshaw   |                           |
| Decision:       | GTD  |          |                     | Decision Date: 05/07/2011 |
| Location:       | Bryanstone Road, S/O 66 Crouch Hall Road N8 8HB  |          |                     |                           |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet  |          |                     |                           |
| Application No: | <b>HGY/2011/0902</b>   | Officer: | Valerie Okeiyi      |                           |
| Decision:       | REF  |          |                     | Decision Date: 05/07/2011 |
| Location:       | Bourne Road, O/S Ravensdale Mansions Haringey Park N8 9HS  |          |                     |                           |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet  |          |                     |                           |

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| Application No: | <b>HGY/2011/0907</b>  | Officer:       | Jeffrey Holt          |  |
| Decision:       | GTD   | Decision Date: | 06/07/2011            |  |
| Location:       | 9 Dickenson Road N8 9EN   |                |                       |  |
| Proposal:       | Conversion of existing four flats into a single dwelling house  |                |                       |  |
| Application No: | <b>HGY/2011/0920</b>  | Officer:       | Valerie Okeiyi        |  |
| Decision:       | GTD   | Decision Date: | 13/07/2011            |  |
| Location:       | 43 Birchington Road N8 8HP  |                |                       |  |
| Proposal:       | Erection of ground floor side return infill extension, including internal alterations (householder application) (amended description) (amended plans) |                |                       |  |
| Application No: | <b>HGY/2011/0923</b>  | Officer:       | Subash Jain           |  |
| Decision:       | GTD   | Decision Date: | 14/07/2011            |  |
| Location:       | 19 Stanhope Road N6 5AW   |                |                       |  |
| Proposal:       | Tree works to include crown reduction by 20% of 1 x Sycamore tree   |                |                       |  |
| Application No: | <b>HGY/2011/0924</b>  | Officer:       | Elizabeth Ennin-Gyasi |  |
| Decision:       | GTD   | Decision Date: | 13/07/2011            |  |
| Location:       | Flat 1 54 Coolhurst Road N8 8EU   |                |                       |  |
| Proposal:       | Removal of existing deteriorating brick shed and erection of single storey side extension (householder application)                                   |                |                       |  |
| Application No: | <b>HGY/2011/0960</b>  | Officer:       | Subash Jain           |  |
| Decision:       | REF   | Decision Date: | 07/07/2011            |  |
| Location:       | Flat 1 38 Weston Park N8 9TJ  |                |                       |  |
| Proposal:       | Erection of garden room and insertion of two rooflights to eastern elevation  |                |                       |  |
| Application No: | <b>HGY/2011/0966</b>  | Officer:       | Jeffrey Holt          |  |
| Decision:       | GTD   | Decision Date: | 18/07/2011            |  |
| Location:       | 12 Clifton Road N8 8HY  |                |                       |  |
| Proposal:       | Formation of vehicle crossover (householder application)  |                |                       |  |
| Application No: | <b>HGY/2011/0986</b>  | Officer:       | Jeffrey Holt          |  |
| Decision:       | GTD   | Decision Date: | 25/07/2011            |  |
| Location:       | 75 Cecile Park N8 9AR   |                |                       |  |
| Proposal:       | Erection of rear dormer window with insertion of 1 x rooflight to front elevation (Householder Application)   |                |                       |  |
| Application No: | <b>HGY/2011/0988</b>  | Officer:       | Michelle Bradshaw     |  |
| Decision:       | GTD   | Decision Date: | 25/07/2011            |  |
| Location:       | Unit 1-2 44-54 Coleridge Road N8 8ED  |                |                       |  |
| Proposal:       | Change of use from A1 (Retail) to D2 (Yoga Studio)  |                |                       |  |



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| Application No: | <b>HGY/2011/1013</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | NOT DEV  | Decision Date: | 21/07/2011            |
| Location:       | 69 Ferme Park Road N8 9SA  |                |                       |
| Proposal:       | Change of property from two flats to single family dwelling house.   |                |                       |
| Application No: | <b>HGY/2011/1030</b>   | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD  | Decision Date: | 25/07/2011            |
| Location:       | 35 Priory Gardens N6 5QU   |                |                       |
| Proposal:       | Conversion of roof from hip to gable, erection of rear dormer and insertion of 3 rooflights to front roofslope (householder application) |                |                       |
| Application No: | <b>HGY/2011/1042</b>   | Officer:       | Ruma Nowaz            |
| Decision:       | GTD  | Decision Date: | 27/07/2011            |
| Location:       | 29 Gladwell Road N8 9AA  |                |                       |
| Proposal:       | Change of use from 2 self-contained flats to single family dwelling  |                |                       |
| Application No: | <b>HGY/2011/1054</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 28/07/2011            |
| Location:       | Land Adjoining 1 Hurst Avenue N6 5TX   |                |                       |
| Proposal:       | Approval of Details pursuant to Condition 3 (materials) attached to planning reference HGY/2009/2121                                     |                |                       |
| Application No: | <b>HGY/2011/1095</b>   | Officer:       | Ruma Nowaz            |
| Decision:       | GTD  | Decision Date: | 04/08/2011            |
| Location:       | 71 Glasslyn Road N8 8RJ  |                |                       |
| Proposal:       | Erection of rear ground floor extension  |                |                       |
| Application No: | <b>HGY/2011/1099</b>   | Officer:       | Michelle Bradshaw     |
| Decision:       | GTD  | Decision Date: | 05/08/2011            |
| Location:       | 20 Landrock Road N8 9HL  |                |                       |
| Proposal:       | Erection of rear dormer and insertion of 3 rooflights to front roofslope   |                |                       |
| Application No: | <b>HGY/2011/1114</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 05/08/2011            |
| Location:       | Ground Floor Flat 13 Stanhope Road N6 5NE  |                |                       |
| Proposal:       | Removal of existing conservatory and erection of new rear conservatory   |                |                       |
| Application No: | <b>HGY/2011/1122</b>   | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD  | Decision Date: | 16/08/2011            |
| Location:       | 20 Gladwell Road N8 9AA  |                |                       |
| Proposal:       | Erection of rear dormer and insertion of rooflights to front and side roofslopes on front elevation (householder application)            |                |                       |

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| Application No: | <b>HGY/2011/1126</b>  | Officer:       | Ruma Nowaz            |  |
| Decision:       | PERM DEV  | Decision Date: | 15/08/2011            |  |
| Location:       | 29 Gladwell Road N8 9AA   |                |                       |  |
| Proposal:       | Certificate of lawfulness for erection of single storey rear extension  |                |                       |  |
| Application No: | <b>HGY/2011/1138</b>  | Officer:       | John Ogenga P'Lakop   |  |
| Decision:       | GTD   | Decision Date: | 10/08/2011            |  |
| Location:       | 27 Hurst Avenue N6 5TX  |                |                       |  |
| Proposal:       | Construction of new basement, erection of first floor rear infill extension and two storey side extension, erection of rear dormer and alterations to fenestration and elevations (householder application) |                |                       |  |
| Application No: | <b>HGY/2011/1140</b>  | Officer:       | John Ogenga P'Lakop   |  |
| Decision:       | GTD   | Decision Date: | 11/08/2011            |  |
| Location:       | 29 Gladwell Road N8 9AA   |                |                       |  |
| Proposal:       | Erection of rear dormer   |                |                       |  |
| Application No: | <b>HGY/2011/1154</b>  | Officer:       | Sarah Madondo         |  |
| Decision:       | GTD   | Decision Date: | 11/08/2011            |  |
| Location:       | Melisa Court 21 Avenue Road N6 5DH  |                |                       |  |
| Proposal:       | Tree works to include 20% reduction to 2 x Oak trees with various remedial works  |                |                       |  |
| Application No: | <b>HGY/2011/1176</b>  | Officer:       | Elizabeth Ennin-Gyasi |  |
| Decision:       | GTD   | Decision Date: | 12/08/2011            |  |
| Location:       | 35-39 The Broadway N8 8DU   |                |                       |  |
| Proposal:       | Display of 2 x fascia signs and 1 x hanging sign (all non-illuminated)  |                |                       |  |
| Application No: | <b>HGY/2011/1184</b>  | Officer:       | Elizabeth Ennin-Gyasi |  |
| Decision:       | GTD   | Decision Date: | 12/08/2011            |  |
| Location:       | Flat A 179 Ferme Park Road N8 9BP   |                |                       |  |
| Proposal:       | Demolition of rear extension and erection of new single storey rear extension   |                |                       |  |
| Application No: | <b>HGY/2011/1199</b>  | Officer:       | Michelle Bradshaw     |  |
| Decision:       | GTD   | Decision Date: | 18/08/2011            |  |
| Location:       | 5 Park Road N8 8TE  |                |                       |  |
| Proposal:       | Erection of dormer extension with insertion of 2 x rooflights to front elevation to facilitate a loft conversion.   |                |                       |  |

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**WARD: Fortis Green**


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| Application No: | <b>HGY/2010/1875</b>   | Officer:       | Matthew Gunning |  |
| Decision:       | GTD  | Decision Date: | 01/08/2011      |  |
| Location:       | 51 Queens Avenue N10 3PE   |                |                 |  |
| Proposal:       | Approval of Details pursuant to Condition 3 (materials) attached to planning reference HGY/2008/0740 |                |                 |  |

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| Application No: | <b>HGY/2011/0634</b>   | Officer: | Valerie Okeiyi   |                           |
| Decision:       | GTD  |          |                  | Decision Date: 01/08/2011 |
| Location:       | 17 Ringwood Avenue N2 9NT  |          |                  |                           |
| Proposal:       | Erection of single storey rear extension & conversion of existing garage   |          |                  |                           |
| Application No: | <b>HGY/2011/0635</b>   | Officer: | Subash Jain      |                           |
| Decision:       | GTD  |          |                  | Decision Date: 21/06/2011 |
| Location:       | 11 Western Road N2 9JB   |          |                  |                           |
| Proposal:       | Erection of rear ground floor extension  |          |                  |                           |
| Application No: | <b>HGY/2011/0672</b>   | Officer: | Matthew Gunning  |                           |
| Decision:       | GTD  |          |                  | Decision Date: 28/07/2011 |
| Location:       | 27 Ringwood Avenue N2 9NT  |          |                  |                           |
| Proposal:       | Demolition of existing single storey rear extension and erection of single storey rear extension (Householder Application)                               |          |                  |                           |
| Application No: | <b>HGY/2011/0673</b>   | Officer: | Tara Jane Fisher |                           |
| Decision:       | REF  |          |                  | Decision Date: 07/07/2011 |
| Location:       | 27 Ringwood Avenue N2 9NT  |          |                  |                           |
| Proposal:       | Erection of rear dormer including hip to gable roof alterations  |          |                  |                           |
| Application No: | <b>HGY/2011/0703</b>   | Officer: | Jill Warren      |                           |
| Decision:       | GTD  |          |                  | Decision Date: 28/07/2011 |
| Location:       | 47 Twyford Avenue N2 9NU   |          |                  |                           |
| Proposal:       | Erection of ground floor flank extension (Householder application)   |          |                  |                           |
| Application No: | <b>HGY/2011/0713</b>   | Officer: | Valerie Okeiyi   |                           |
| Decision:       | REF  |          |                  | Decision Date: 01/07/2011 |
| Location:       | 39 Fordington Road N6 4TD  |          |                  |                           |
| Proposal:       | Retention of previously approved works and erection of first floor side extension with roof carried over (amended description) (householder application) |          |                  |                           |
| Application No: | <b>HGY/2011/0844</b>   | Officer: | Ruma Nowaz       |                           |
| Decision:       | GTD  |          |                  | Decision Date: 29/06/2011 |
| Location:       | 150-152 Fortis Green Road N10 3DU  |          |                  |                           |
| Proposal:       | Display of 1 x non-illuminated fascia sign and 1 x non-illuminated projecting sign.  |          |                  |                           |
| Application No: | <b>HGY/2011/0872</b>   | Officer: | Sarah Madondo    |                           |
| Decision:       | PERM DEV   |          |                  | Decision Date: 29/06/2011 |
| Location:       | 69 Greenham Road N10 1LN   |          |                  |                           |
| Proposal:       | Erection of rear dormer with insertion of 3 x rooflights to front elevation (certificate of lawfulness)  |          |                  |                           |

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| Application No: | <b>HGY/2011/0882</b>  | Officer:       | Ruma Nowaz          |
| Decision:       | GTD   | Decision Date: | 07/07/2011          |
| Location:       | 51 Pages Hill N10 1EH   |                |                     |
| Proposal:       | Tree works to include works to 2 x Oak trees ht 16m dbh 900mm:- Proposal seeks to sever ivy and pull down to crown break, lift crown over garages, thin crown by 20%. |                |                     |
| Application No: | <b>HGY/2011/0926</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | GTD   | Decision Date: | 12/07/2011          |
| Location:       | 36 Grand Avenue N10 3BP   |                |                     |
| Proposal:       | Demolition of existing single storey rear extension and erection of new single storey rear extension (householder application)  |                |                     |
| Application No: | <b>HGY/2011/0992</b>  | Officer:       | Subash Jain         |
| Decision:       | REF   | Decision Date: | 21/07/2011          |
| Location:       | 54 Lauradale Road N2 9LU  |                |                     |
| Proposal:       | Erection of rear dormer with balcony and insertion of 3 rooflights to front roofslope.  |                |                     |
| Application No: | <b>HGY/2011/1024</b>  | Officer:       | Ruma Nowaz          |
| Decision:       | GTD   | Decision Date: | 29/07/2011          |
| Location:       | 15 Church Vale N2 9PB   |                |                     |
| Proposal:       | Certificate of lawfulness for change of garage to habitable room  |                |                     |
| Application No: | <b>HGY/2011/1026</b>  | Officer:       | Valerie Okeiyi      |
| Decision:       | REF   | Decision Date: | 25/07/2011          |
| Location:       | 46 Grand Avenue N10 3BP   |                |                     |
| Proposal:       | Erection of rear first floor extension (householder application)  |                |                     |
| Application No: | <b>HGY/2011/1084</b>  | Officer:       | Subash Jain         |
| Decision:       | REF   | Decision Date: | 02/08/2011          |
| Location:       | 8 Fortis Green Avenue N2 9NA  |                |                     |
| Proposal:       | Conversion of roof from hip to gable and erection of rear dormer  |                |                     |
| Application No: | <b>HGY/2011/1090</b>  | Officer:       | Valerie Okeiyi      |
| Decision:       | GTD   | Decision Date: | 11/08/2011          |
| Location:       | 198 Creighton Avenue N2 9BJ   |                |                     |
| Proposal:       | Erection of single storey rear extension  |                |                     |
| Application No: | <b>HGY/2011/1091</b>  | Officer:       | Valerie Okeiyi      |
| Decision:       | PERM DEV  | Decision Date: | 03/08/2011          |
| Location:       | 198 Creighton Avenue N2 9BJ   |                |                     |
| Proposal:       | Certificate of lawfulness for roof extension, rear dormer and 3 x rooflights to front roofslope   |                |                     |

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| Application No: | <b>HGY/2011/1107</b>   | Officer:       | Ruma Nowaz            |  |
| Decision:       | GTD  | Decision Date: | 15/08/2011            |  |
| Location:       | 15 Aylmer Parade N2 0PE  |                |                       |  |
| Proposal:       | Installation of solar photovoltaic panels in rear pitched roof. (Householder Application)  |                |                       |  |
| Application No: | <b>HGY/2011/1120</b>   | Officer:       | Sarah Madondo         |  |
| Decision:       | PERM DEV   | Decision Date: | 28/07/2011            |  |
| Location:       | 47 Springcroft Avenue N2 9JH   |                |                       |  |
| Proposal:       | Certificate of lawfulness for erection of single storey rear ground floor extension  |                |                       |  |
| Application No: | <b>HGY/2011/1124</b>   | Officer:       | Elizabeth Ennin-Gyasi |  |
| Decision:       | GTD  | Decision Date: | 05/08/2011            |  |
| Location:       | 25 Tetherdown N10 1ND  |                |                       |  |
| Proposal:       | Erection of rear dormer and insertion of 2 rooflights to front roofslope   |                |                       |  |
| Application No: | <b>HGY/2011/1128</b>   | Officer:       | Ruma Nowaz            |  |
| Decision:       | PERM REQ   | Decision Date: | 10/08/2011            |  |
| Location:       | 43 Woodside Avenue N10 3HY   |                |                       |  |
| Proposal:       | Replacement of existing conservatory with new single storey rear extension   |                |                       |  |
| Application No: | <b>HGY/2011/1150</b>   | Officer:       | Valerie Okeiyi        |  |
| Decision:       | GTD  | Decision Date: | 20/07/2011            |  |
| Location:       | 299 Muswell Hill Broadway N10 1BY  |                |                       |  |
| Proposal:       | Application for a non-material amendment following a grant of planning permission HGY/2010/1020 to divide bedroom into two using existing side window and by insertion of internal door and internal partition |                |                       |  |
| Application No: | <b>HGY/2011/1164</b>   | Officer:       | Jeffrey Holt          |  |
| Decision:       | REF  | Decision Date: | 12/08/2011            |  |
| Location:       | 488 Muswell Hill Broadway N10 1BT  |                |                       |  |
| Proposal:       | Erection of 1-storey building with basement to accommodate D2 use.   |                |                       |  |
| Application No: | <b>HGY/2011/1180</b>   | Officer:       | Subash Jain           |  |
| Decision:       | GTD  | Decision Date: | 18/08/2011            |  |
| Location:       | 474 Muswell Hill Broadway N10 1BT  |                |                       |  |
| Proposal:       | Installation of ATM  |                |                       |  |
| Application No: | <b>HGY/2011/1206</b>   | Officer:       | Elizabeth Ennin-Gyasi |  |
| Decision:       | GTD  | Decision Date: | 18/08/2011            |  |
| Location:       | 25 Tetherdown N10 1ND  |                |                       |  |
| Proposal:       | Erection of single storey rear & side extension with roof lights (householder application)   |                |                       |  |

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| Application No: | <b>HGY/2011/0831</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD   | Decision Date: | 27/06/2011            |
| Location:       | 7 Wordsworth Parade N8 0SJ  |                |                       |
| Proposal:       | Change of use from A1 (Retail) to A3 (Cafe & Bakery)  |                |                       |
| Application No: | <b>HGY/2011/0846</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD   | Decision Date: | 30/06/2011            |
| Location:       | 41 Turnpike Lane N8 0EP   |                |                       |
| Proposal:       | Conversion of existing 2 self-contained flats (1 x 3 bed and 1 x 2 bed) into 4 x 1 bed self-contained flats and 1 x self-contained studio flat. Erection of first and second floor level rear extension   |                |                       |
| Application No: | <b>HGY/2011/0911</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | REF   | Decision Date: | 06/07/2011            |
| Location:       | Flat 2 & 3, 53 Pemberton Road N4 1AX  |                |                       |
| Proposal:       | Excavation to existing basement to provide bay window to front elevation and erection of single storey rear extension at ground floor to create 1 x two bed flat with associated internal alterations (Flat 3). Erection of rear dormer to create 1 x three duplex flat with associated internal alterations. (Flat 2). |                |                       |
| Application No: | <b>HGY/2011/0936</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF   | Decision Date: | 14/07/2011            |
| Location:       | 425 Green Lanes N4 1EY  |                |                       |
| Proposal:       | Erection of first floor rear extension to form 1 x 1bed self-contained flat   |                |                       |
| Application No: | <b>HGY/2011/0983</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | GTD   | Decision Date: | 20/07/2011            |
| Location:       | 81 Wightman Road N4 1RJ   |                |                       |
| Proposal:       | Excavation of existing lower ground floor store area to existing ground floor flat to create a living area, with a new front lightwell, together with access steps to bin store.  |                |                       |
| Application No: | <b>HGY/2011/1047</b>  | Officer:       | Subash Jain           |
| Decision:       | PERM DEV  | Decision Date: | 28/07/2011            |
| Location:       | 74 Falkland Road N8 0NP   |                |                       |
| Proposal:       | Erection of rear dormer and insertion of 2 x rooflights to front roofslope  |                |                       |
| Application No: | <b>HGY/2011/1069</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 26/07/2011            |
| Location:       | 435 Green Lanes N4 1HA  |                |                       |
| Proposal:       | Change of use of upper floors from B1 (business) to C3 (residential) comprising 2 x studio units, 2 x one-bed flats and 3 x two-bed flats   |                |                       |
| Application No: | <b>HGY/2011/1092</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | PERM DEV  | Decision Date: | 03/08/2011            |
| Location:       | Flat 1 18 Duckett Road N4 1BN   |                |                       |
| Proposal:       | Use of ground floor as HMO (C4) for up to 5 people  |                |                       |

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| Application No: | <b>HGY/2011/1093</b>  | Officer:       | Jeffrey Holt        |
| Decision:       | PERM DEV  | Decision Date: | 03/08/2011          |
| Location:       | Flat 2 18 Duckett Road N4 1BN   |                |                     |
| Proposal:       | Use of upper floors as HMO (C4) for 3 to 6 people   |                |                     |
| Application No: | <b>HGY/2011/1104</b>  | Officer:       | Michelle Bradshaw   |
| Decision:       | GTD   | Decision Date: | 05/08/2011          |
| Location:       | 347 Wightman Road N8 0NA  |                |                     |
| Proposal:       | Use of property as three self contained flats   |                |                     |
| Application No: | <b>HGY/2011/1111</b>  | Officer:       | Jeffrey Holt        |
| Decision:       | REF   | Decision Date: | 05/08/2011          |
| Location:       | 14 Willoughby Road N8 0HR   |                |                     |
| Proposal:       | Erection of single storey side extension to create 1 x studio and additional rooms for existing ground floor flat |                |                     |
| Application No: | <b>HGY/2011/1177</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | PERM REQ  | Decision Date: | 17/08/2011          |
| Location:       | 41 Effingham Road N8 0AA  |                |                     |
| Proposal:       | Certificate of lawfulness for erection of rear ground floor infill extension                                      |                |                     |

WARD: **Highgate**

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| Application No: | <b>HGY/2010/1504</b>  | Officer:       | Matthew Gunning |
| Decision:       | REF   | Decision Date: | 07/07/2011      |
| Location:       | Southwood Nurseries, Townsend Yard N6 5JF   |                |                 |
| Proposal:       | Conservation Area Consent for demolition of existing buildings and erection of three self-contained dwelling houses, access road and landscaping                          |                |                 |
| Application No: | <b>HGY/2010/1808</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 21/06/2011      |
| Location:       | 18 North Grove N6   |                |                 |
| Proposal:       | Discharge Conditions 3 (materials) attached to planning permission HGY/2009/0932 and approval for the insertion of two high level windows on ground floor rear elevation  |                |                 |
| Application No: | <b>HGY/2010/1948</b>  | Officer:       | Ruma Nowaz      |
| Decision:       | REF   | Decision Date: | 11/08/2011      |
| Location:       | 27 Cromwell Avenue N6 5HN   |                |                 |
| Proposal:       | Erection of single storey side extension  |                |                 |
| Application No: | <b>HGY/2011/0527</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 07/07/2011      |
| Location:       | 28, Melbourne Hampstead Lane N6 4NX   |                |                 |
| Proposal:       | Approval of details pursuant to condition 5 (Arboricultural method statement), condition 6 (Windows) and 7 (Privacy Screen) attached to planning permission HGY/2010/0927 |                |                 |

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| Application No: | <b>HGY/2011/0661</b>  | Officer:       | Jill Warren           |
| Decision:       | GTD   | Decision Date: | 28/07/2011            |
| Location:       | 9 View Road N6 4DJ  |                |                       |
| Proposal:       | Tree works to include remove ivy, thin by 20%, reduce regrowth of 1 x Copper Beech tree   |                |                       |
| Application No: | <b>HGY/2011/0808</b>  | Officer:       | Subash Jain           |
| Decision:       | GTD   | Decision Date: | 22/06/2011            |
| Location:       | 419 Archway Road N6 4HT   |                |                       |
| Proposal:       | Retrospective application for retention of front dormer and rear French windows   |                |                       |
| Application No: | <b>HGY/2011/0867</b>  | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD   | Decision Date: | 05/07/2011            |
| Location:       | 260 Archway Road N6 5AX   |                |                       |
| Proposal:       | Demolition of rear wall to workshop and erection of rear wall   |                |                       |
| Application No: | <b>HGY/2011/0874</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | REF   | Decision Date: | 04/07/2011            |
| Location:       | Flat A 30 Highgate High Street N6 5JG   |                |                       |
| Proposal:       | Erection of single storey extension and new flagpole to front elevation   |                |                       |
| Application No: | <b>HGY/2011/0899</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD   | Decision Date: | 04/07/2011            |
| Location:       | Hillside Gardens, S/O Flat 9-11 Hillside Mansions Jacksons Lane N6 5SS  |                |                       |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet   |                |                       |
| Application No: | <b>HGY/2011/0919</b>  | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD   | Decision Date: | 14/07/2011            |
| Location:       | 10 Willowdene View Road N6  |                |                       |
| Proposal:       | Application of new planning permission to replace an extant planning permission HGY/2008/1007 for erection of a first floor side extension above garage.  |                |                       |
| Application No: | <b>HGY/2011/0921</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | REF   | Decision Date: | 06/07/2011            |
| Location:       | 16 View Road N6 4DB   |                |                       |
| Proposal:       | Amendments to approved planning application HGY/2010/0238 to include a set in third floor addition and omission of basement level to the approved dwelling  |                |                       |
| Application No: | <b>HGY/2011/0935</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | GTD   | Decision Date: | 15/07/2011            |
| Location:       | 3 Grange Road N6 4AR  |                |                       |
| Proposal:       | Refurbishment and extension of the existing dwellinghouse including demolition of existing two storey garage building, partial demolition of existing main house including south/east (side/rear) external walls, remodelling of interior and excavation to create a new basement floor and single storey rear extension and two storey side extension. |                |                       |



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| Application No: | <b>HGY/2011/0937</b>  | Officer:       | Michelle Bradshaw |
| Decision:       | GTD   | Decision Date: | 15/07/2011        |
| Location:       | 3 Grange Road N6 4AR  |                |                   |
| Proposal:       | Conservation Area Consent for refurbishment and extension of existing dwellinghouse including demolition of existing two storey garage building. Partial demolition of existing main house, including south/east (side/rear) external walls, remodelling of interior and excavation to create a new basement floor. |                |                   |
| Application No: | <b>HGY/2011/0946</b>  | Officer:       | Subash Jain       |
| Decision:       | GTD   | Decision Date: | 13/07/2011        |
| Location:       | Cholmeley Crescent, S/O 40 Cholmeley Park N6  |                |                   |
| Proposal:       | Installation of 1 x DSLAM green telecommunications cabinet  |                |                   |
| Application No: | <b>HGY/2011/0950</b>  | Officer:       | Jeffrey Holt      |
| Decision:       | GTD   | Decision Date: | 03/08/2011        |
| Location:       | Derwen Compton Avenue N6 4LH  |                |                   |
| Proposal:       | Construction of basement partially beneath the existing property to provide additional accommodation  |                |                   |
| Application No: | <b>HGY/2011/0952</b>  | Officer:       | Matthew Gunning   |
| Decision:       | GTD   | Decision Date: | 03/08/2011        |
| Location:       | 17 Cromwell Place N6 5HR  |                |                   |
| Proposal:       | Erection of single storey rear extension  |                |                   |
| Application No: | <b>HGY/2011/0965</b>  | Officer:       | Valerie Okeiyi    |
| Decision:       | GTD   | Decision Date: | 14/07/2011        |
| Location:       | North Hill, Outside Flat 1-12 Highcroft, North Hill, N6 4RD   |                |                   |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet.  |                |                   |
| Application No: | <b>HGY/2011/0978</b>  | Officer:       | Michelle Bradshaw |
| Decision:       | GTD   | Decision Date: | 19/07/2011        |
| Location:       | Ground Floor Flat, 32 Northwood Road N6 5TP   |                |                   |
| Proposal:       | Erection of rear conservatory extension   |                |                   |
| Application No: | <b>HGY/2011/1016</b>  | Officer:       | Matthew Gunning   |
| Decision:       | GTD   | Decision Date: | 07/07/2011        |
| Location:       | 28 Hampstead Lane N6 4NX  |                |                   |
| Proposal:       | Non-material amendment following a grant of planning permission HGY/2010/0927 for a central partial parapet at roof level   |                |                   |
| Application No: | <b>HGY/2011/1032</b>  | Officer:       | Subash Jain       |
| Decision:       | GTD   | Decision Date: | 28/07/2011        |
| Location:       | 54-56 Highgate High Street N6 5HX   |                |                   |
| Proposal:       | Display of 1 x non-illuminated fascia sign and 1 x non-illuminated hanging sign   |                |                   |

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| Application No: | <b>HGY/2011/1064</b>   | Officer:       | Subash Jain       |
| Decision:       | REF  | Decision Date: | 29/07/2011        |
| Location:       | North Hill Outside 1-8 Alexander House Hillcrest N6 4HL  |                |                   |
| Proposal:       | Installation of 1 x DSLAM green telecommunications cabinet   |                |                   |
| Application No: | <b>HGY/2011/1068</b>   | Officer:       | Michelle Bradshaw |
| Decision:       | REF  | Decision Date: | 28/07/2011        |
| Location:       | 58 Southwood Lane N6 5DY   |                |                   |
| Proposal:       | Erection of rear dormer and roof extension   |                |                   |
| Application No: | <b>HGY/2011/1081</b>   | Officer:       | Subash Jain       |
| Decision:       | GTD  | Decision Date: | 02/08/2011        |
| Location:       | 54-56 Highgate High Street N6 5HX  |                |                   |
| Proposal:       | Removal of entrance step, lowering of entrance level to align with street level, and provision of new door and internal ramp   |                |                   |
| Application No: | <b>HGY/2011/1082</b>   | Officer:       | Ruma Nowaz        |
| Decision:       | GTD  | Decision Date: | 04/08/2011        |
| Location:       | 9 View Road N6 4DJ   |                |                   |
| Proposal:       | Listed building consent for internal refurbishment to ground and first floor including new bathroom at first floor level, relocation of kitchen, refurbishment of first floor bathroom and moving utility room to existing garage. External works to remove existing street facing door and restore to original brickwork facade and removal of side facing scullery window and make good with brickwork to match existing |                |                   |
| Application No: | <b>HGY/2011/1100</b>   | Officer:       | Subash Jain       |
| Decision:       | GTD  | Decision Date: | 06/07/2011        |
| Location:       | 12 Herons Lea Sheldon Avenue N6 4NB  |                |                   |
| Proposal:       | Non-material amendments following a grant of planning permission HGY/2010/1793, to set fence back 0.7m behind a planted border, reduction of fence height to 1.8m and addition of extra set of brick pillars at North East end   |                |                   |
| Application No: | <b>HGY/2011/1165</b>   | Officer:       | Valerie Okeiyi    |
| Decision:       | GTD  | Decision Date: | 12/08/2011        |
| Location:       | 5 Parkwood Mews N6 5UR   |                |                   |
| Proposal:       | Addition of three windows to a gable end wall  |                |                   |
| Application No: | <b>HGY/2011/1174</b>   | Officer:       | Jeffrey Holt      |
| Decision:       | GTD  | Decision Date: | 17/08/2011        |
| Location:       | 16 Northwood Road N6 5TN   |                |                   |
| Proposal:       | Replacement of Street elevation windows, replacement of rear elevation window including juliet balcony and creation of roof terrace to rear over kitchen projection (householder application)  |                |                   |
| Application No: | <b>HGY/2011/1186</b>   | Officer:       | Michelle Bradshaw |
| Decision:       | GTD  | Decision Date: | 17/08/2011        |
| Location:       | High Point 2 North Hill N6 4AZ   |                |                   |
| Proposal:       | Listed building consent for alterations to lift shafts, removal of service lifts and provision of new cars for passenger lifts   |                |                   |

Application No: **HGY/2011/1197** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 18/08/2011  
 Location: 28C Milton Avenue N6 5QE  
 Proposal: Alteration to window and replacement of door with window at front basement level (householder application)

Application No: **HGY/2011/1207** Officer: Michelle Bradshaw  
 Decision: GTD Decision Date: 18/08/2011  
 Location: 414 Archway Road N6 5UA  
 Proposal: Refurbishment of first and second floors to create residential unit and working kitchen and staff room for existing public house. Erection of a rear dormer window. Provision of new external access staircase from ground to first floor, creation of roof terraces to existing flat roofs at first and second floors with new double doors for access.

Application No: **HGY/2011/1234** Officer: Michelle Bradshaw  
 Decision: GTD Decision Date: 01/08/2011  
 Location: 61 Wood Lane N6 5UD  
 Proposal: Non-material amendments following a grant of planning permission HGY/2008/1294 to amend the glass to be clear rather than obscure

Application No: **HGY/2011/1256** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 12/08/2011  
 Location: 44 Wood Lane N6 5UB  
 Proposal: Application for non-material amendment following a grant of planning permission HGY/2008/2166 for reduction in scale and extent of proposed lower ground floor extension and alteration to orientation of approved external staircase

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**WARD: Hornsey**


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Application No: **HGY/2011/0787** Officer: John Ogenga P'Lakop  
 Decision: REF Decision Date: 20/06/2011  
 Location: 71 Rathcoole Gardens N8 9NE  
 Proposal: Erection of a single storey rear extension

Application No: **HGY/2011/0812** Officer: John Ogenga P'Lakop  
 Decision: GTD Decision Date: 30/06/2011  
 Location: 66 Rokesly Avenue N8 8NH  
 Proposal: Conversion of property into 1 x two bed flat, 2 x one bed flats and 2 x three bed flats. Provision of front and rear lightwells, rear extensions at basement and ground floor levels, Alterations and modifications to elevations and enlargement of rear dormer windows.

Application No: **HGY/2011/0830** Officer: John Ogenga P'Lakop  
 Decision: GTD Decision Date: 29/06/2011  
 Location: 10 Audora Court, The Campsbourne N8 7SB  
 Proposal: Variation of condition 10 (occupation as two-bed residential units) attached to planning reference HGY/2005/0281 to change property from two-bed to three-bed

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|-----------------|---|----------------|---------------------|--|
| Application No: | <b>HGY/2011/0880</b>  | Officer:       | Jeffrey Holt        |  |
| Decision:       | GTD   | Decision Date: | 30/06/2011          |  |
| Location:       | 36 Priory Road N8 7EX   |                |                     |  |
| Proposal:       | Erection of ground floor rear extension including rear projecting roof  |                |                     |  |
| Application No: | <b>HGY/2011/0901</b>  | Officer:       | Jeffrey Holt        |  |
| Decision:       | GTD   | Decision Date: | 05/07/2011          |  |
| Location:       | Hillfield Avenue, S/O 30 Harold Road N8 7DE   |                |                     |  |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet   |                |                     |  |
| Application No: | <b>HGY/2011/0916</b>  | Officer:       | John Ogenga P'Lakop |  |
| Decision:       | REF   | Decision Date: | 12/07/2011          |  |
| Location:       | Lower Maisonette, 9 Ferrestone Road N8 7BX  |                |                     |  |
| Proposal:       | Erection of single storey side / rear extension, lowering part of floor to basement and lowering part of floor of back addition (householder application) |                |                     |  |
| Application No: | <b>HGY/2011/0962</b>  | Officer:       | John Ogenga P'Lakop |  |
| Decision:       | REF   | Decision Date: | 14/07/2011          |  |
| Location:       | 35a Ashford Avenue N8 8LN   |                |                     |  |
| Proposal:       | Erection of rear dormer and conversion of roof from hip to gable including insertion of 2 rooflights to front elevation (householder application)         |                |                     |  |
| Application No: | <b>HGY/2011/0990</b>  | Officer:       | John Ogenga P'Lakop |  |
| Decision:       | GTD   | Decision Date: | 20/07/2011          |  |
| Location:       | 7 Nightingale Lane N8 7RA   |                |                     |  |
| Proposal:       | Replacement of timber sash windows with double-glazed white uPVC windows to ground and first floors.  |                |                     |  |
| Application No: | <b>HGY/2011/1171</b>  | Officer:       | Jeffrey Holt        |  |
| Decision:       | PERM DEV  | Decision Date: | 16/08/2011          |  |
| Location:       | 71 Rathcoole Gardens N8 9NE   |                |                     |  |
| Proposal:       | Certificate of Lawfulness for erection of two separate ground floor rear extensions   |                |                     |  |
| Application No: | <b>HGY/2011/1215</b>  | Officer:       | Jeffrey Holt        |  |
| Decision:       | GTD   | Decision Date: | 12/08/2011          |  |
| Location:       | 61 Tottenham Lane N8 9BE  |                |                     |  |
| Proposal:       | Conversion of HMO to provide 5 x 1 bedroom flats  |                |                     |  |

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**WARD: Muswell Hill**


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| Application No: | <b>HGY/2011/0082</b>  | Officer:       | Ruma Nowaz |  |
| Decision:       | PERM DEV  | Decision Date: | 21/07/2011 |  |
| Location:       | 102 Muswell Hill Road N10 3JR   |                |            |  |
| Proposal:       | Roof extension above rear projection including erection of dormer window. |                |            |  |

|                 |   |                |                 |
|-----------------|---|----------------|-----------------|
| Application No: | <b>HGY/2011/0296</b>  | Officer:       | Valerie Okeiyi  |
| Decision:       | GTD   | Decision Date: | 28/06/2011      |
| Location:       | 34 Cranley Gardens N10 3AP  |                |                 |
| Proposal:       | Installation of balcony and enlargement of wrap-over rooflight to dormer window at rear of property (householder application) |                |                 |
| Application No: | <b>HGY/2011/0463</b>  | Officer:       | Jill Warren     |
| Decision:       | PERM DEV  | Decision Date: | 12/08/2011      |
| Location:       | 13 Harefield Road N8 8QY  |                |                 |
| Proposal:       | Certificate of lawfulness for roof extension  |                |                 |
| Application No: | <b>HGY/2011/0516</b>  | Officer:       | Jill Warren     |
| Decision:       | GTD   | Decision Date: | 01/07/2011      |
| Location:       | 54 Farrer Road N8 8LB   |                |                 |
| Proposal:       | Erection of single storey rear extension and rear roof extension (householder application)                                    |                |                 |
| Application No: | <b>HGY/2011/0600</b>  | Officer:       | Ruma Nowaz      |
| Decision:       | GTD   | Decision Date: | 01/07/2011      |
| Location:       | 157 Avenue Mews N10 3NN   |                |                 |
| Proposal:       | Conversion of upper floor into two self contained flats   |                |                 |
| Application No: | <b>HGY/2011/0657</b>  | Officer:       | Jill Warren     |
| Decision:       | GTD   | Decision Date: | 28/07/2011      |
| Location:       | 3-53, The Priory 98 Priory Road N8 7HS  |                |                 |
| Proposal:       | Approval of Details pursuant to Condition 3 (Materials) attached to planning permission HGY/2010/1761                         |                |                 |
| Application No: | <b>HGY/2011/0775</b>  | Officer:       | Valerie Okeiyi  |
| Decision:       | GTD   | Decision Date: | 20/06/2011      |
| Location:       | 98 Park Avenue South N8 8LS   |                |                 |
| Proposal:       | Alteration of roof from hip to gable and erection of rear dormer  |                |                 |
| Application No: | <b>HGY/2011/0778</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 20/06/2011      |
| Location:       | 32 Ellington Road N10 3DG   |                |                 |
| Proposal:       | Alterations to roof involving changing of roofshape and insertion of rooflight to front elevation                             |                |                 |
| Application No: | <b>HGY/2011/0804</b>  | Officer:       | Ruma Nowaz      |
| Decision:       | PERM DEV  | Decision Date: | 27/06/2011      |
| Location:       | 34 Barrington Road N8 8QS   |                |                 |
| Proposal:       | Erection of rear dormer and insertion of 3 rooflights to front roofslope.   |                |                 |

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|-----------------|---|----------------|-------------------|--|
| Application No: | <b>HGY/2011/0820</b>  | Officer:       | Valerie Okeiyi    |  |
| Decision:       | REF   | Decision Date: | 29/06/2011        |  |
| Location:       | 24 Cascade Avenue N10 3PU   |                |                   |  |
| Proposal:       | Erection of side / rear dormers to facilitate a loft conversion (Householder Application)   |                |                   |  |
| Application No: | <b>HGY/2011/0824</b>  | Officer:       | Sarah Madondo     |  |
| Decision:       | PERM DEV  | Decision Date: | 29/06/2011        |  |
| Location:       | 6 Leinster Road N10 3AN   |                |                   |  |
| Proposal:       | Certificate of lawfulness for erection of rear dormer window and insertion of 3 x rooflights to front roofslope                           |                |                   |  |
| Application No: | <b>HGY/2011/0849</b>  | Officer:       | Subash Jain       |  |
| Decision:       | GTD   | Decision Date: | 29/06/2011        |  |
| Location:       | 35 Carysfort Road N8 8RA  |                |                   |  |
| Proposal:       | Certificate of lawfulness for erection of rear dormer   |                |                   |  |
| Application No: | <b>HGY/2011/0851</b>  | Officer:       | Subash Jain       |  |
| Decision:       | REF   | Decision Date: | 04/07/2011        |  |
| Location:       | 5 Carysfort Road N8 8RA   |                |                   |  |
| Proposal:       | Erection of rear dormers, insertion of 2 rooflights to front roofslope, and alteration of all windows and doors from PVC to timber framed |                |                   |  |
| Application No: | <b>HGY/2011/0868</b>  | Officer:       | Michelle Bradshaw |  |
| Decision:       | REF   | Decision Date: | 07/07/2011        |  |
| Location:       | Flat 1 2 Princes Avenue N10 3LR   |                |                   |  |
| Proposal:       | Construction of white double glazed conservatory to ground floor flat with lean to style roof   |                |                   |  |
| Application No: | <b>HGY/2011/0888</b>  | Officer:       | Ruma Nowaz        |  |
| Decision:       | GTD   | Decision Date: | 07/07/2011        |  |
| Location:       | 256 Muswell Hill Broadway N10 3SH   |                |                   |  |
| Proposal:       | Display of 1 x internally illuminated fascia sign   |                |                   |  |
| Application No: | <b>HGY/2011/0931</b>  | Officer:       | Matthew Gunning   |  |
| Decision:       | PERM DEV  | Decision Date: | 14/07/2011        |  |
| Location:       | 133 Priory Road N8 8NA  |                |                   |  |
| Proposal:       | Addition of dormer box to existing roof (certificate of lawfulness)   |                |                   |  |
| Application No: | <b>HGY/2011/0943</b>  | Officer:       | Matthew Gunning   |  |
| Decision:       | PERM DEV  | Decision Date: | 18/07/2011        |  |
| Location:       | 34 Wood Vale N10 3DP  |                |                   |  |
| Proposal:       | Erection of single storey rear extension  |                |                   |  |

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| Application No: | <b>HGY/2011/0956</b>   | Officer:       | Valerie Okeiyi    |  |
| Decision:       | REF  | Decision Date: | 07/07/2011        |  |
| Location:       | 7 Firs Avenue N10 3LY  |                |                   |  |
| Proposal:       | Demolition of external store, erection of rear infill extension and excavation of cellar   |                |                   |  |
| Application No: | <b>HGY/2011/0967</b>   | Officer:       | Ruma Nowaz        |  |
| Decision:       | GTD  | Decision Date: | 18/07/2011        |  |
| Location:       | 256 Muswell Hill Broadway N10 3SH  |                |                   |  |
| Proposal:       | Installation of new shopfront and fenestration   |                |                   |  |
| Application No: | <b>HGY/2011/0977</b>   | Officer:       | Matthew Gunning   |  |
| Decision:       | GTD  | Decision Date: | 18/07/2011        |  |
| Location:       | 185 Muswell Hill Broadway N10 3RS  |                |                   |  |
| Proposal:       | Display of 1 x externally illuminated fascia sign  |                |                   |  |
| Application No: | <b>HGY/2011/0980</b>   | Officer:       | Matthew Gunning   |  |
| Decision:       | GTD  | Decision Date: | 18/07/2011        |  |
| Location:       | 185 Muswell Hill Broadway N10 3RS  |                |                   |  |
| Proposal:       | Installation of new shopfront  |                |                   |  |
| Application No: | <b>HGY/2011/0981</b>   | Officer:       | Michelle Bradshaw |  |
| Decision:       | GTD  | Decision Date: | 19/07/2011        |  |
| Location:       | 87 Woodland Rise N10 3UN   |                |                   |  |
| Proposal:       | Demolition of existing rear extension and erection of new rear ground floor extension including pergola, plus single storey side extension and garden shed |                |                   |  |
| Application No: | <b>HGY/2011/0997</b>   | Officer:       | Ruma Nowaz        |  |
| Decision:       | GTD  | Decision Date: | 21/07/2011        |  |
| Location:       | 41 Muswell Hill Place N10 3RP  |                |                   |  |
| Proposal:       | Provision of monopitch roof to rear extension and upgrading of rendered walls to extension.  |                |                   |  |
| Application No: | <b>HGY/2011/1019</b>   | Officer:       | Valerie Okeiyi    |  |
| Decision:       | REF  | Decision Date: | 25/07/2011        |  |
| Location:       | 43 Connaught Gardens N10 3LG   |                |                   |  |
| Proposal:       | Erection of rear dormer, roof conversion from hip to gable with insertion of skylights to front elevation (Householder Application)                        |                |                   |  |
| Application No: | <b>HGY/2011/1049</b>   | Officer:       | Matthew Gunning   |  |
| Decision:       | PERM DEV   | Decision Date: | 28/07/2011        |  |
| Location:       | 52 Redston Road N8 7HE   |                |                   |  |
| Proposal:       | Certificate of Lawfulness for erection of single storey rear extension   |                |                   |  |

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| Application No: | <b>HGY/2011/1053</b>   | Officer:       | Michelle Bradshaw   |
| Decision:       | GTD  | Decision Date: | 28/07/2011          |
| Location:       | 93 Priory Road N8 8LY  |                |                     |
| Proposal:       | Erection of single storey studio building in rear garden (householder application)   |                |                     |
| Application No: | <b>HGY/2011/1076</b>   | Officer:       | John Ogenga P'Lakop |
| Decision:       | GTD  | Decision Date: | 01/08/2011          |
| Location:       | 114 Cranley Gardens N10 3AH  |                |                     |
| Proposal:       | Demolition of existing conservatory and erection of glazed single storey rear extension, erection of side / rear lean to extension to provide secure recycling and motor bike storage along with first floor bathroom and family room. |                |                     |
| Application No: | <b>HGY/2011/1101</b>   | Officer:       | John Ogenga P'Lakop |
| Decision:       | GTD  | Decision Date: | 05/08/2011          |
| Location:       | 38 Wood Vale N10 3DP   |                |                     |
| Proposal:       | Erection of single storey rear / side extension  |                |                     |
| Application No: | <b>HGY/2011/1102</b>   | Officer:       | John Ogenga P'Lakop |
| Decision:       | REF  | Decision Date: | 05/08/2011          |
| Location:       | 38 Wood Vale N10 3DP   |                |                     |
| Proposal:       | Erection of two storey rear and loft extension, insertion of rooflights to front, side and rear roofslopes, and replacement of windows throughout  |                |                     |
| Application No: | <b>HGY/2011/1105</b>   | Officer:       | Ruma Nowaz          |
| Decision:       | REF  | Decision Date: | 04/08/2011          |
| Location:       | 78 Etheldene Avenue N10 3QB  |                |                     |
| Proposal:       | Erection of single storey rear ground floor extension  |                |                     |
| Application No: | <b>HGY/2011/1115</b>   | Officer:       | Jeffrey Holt        |
| Decision:       | GTD  | Decision Date: | 05/08/2011          |
| Location:       | 33A Cranley Gardens N10 3AA  |                |                     |
| Proposal:       | Replacement of existing front living room window with new white-painted wooden sash window   |                |                     |
| Application No: | <b>HGY/2011/1117</b>   | Officer:       | Subash Jain         |
| Decision:       | GTD  | Decision Date: | 11/08/2011          |
| Location:       | 42 Etheldene Avenue N10 3QH  |                |                     |
| Proposal:       | Insertion of rooflight to front roofslope to facilitate a loft conversion  |                |                     |
| Application No: | <b>HGY/2011/1161</b>   | Officer:       | John Ogenga P'Lakop |
| Decision:       | GTD  | Decision Date: | 12/08/2011          |
| Location:       | Alexandra Palace Garden Centre, Alexandra Palace Way N22 7BB   |                |                     |
| Proposal:       | Erection of a free-standing structure for selling cut flowers  |                |                     |



WARD: **Noel Park**

Application No: **HGY/2011/0189** Officer: Jill Warren  
 Decision: REF Decision Date: 18/07/2011  
 Location: 56 High Road N22 6BX  
 Proposal: Change of use from A1 (retail) to A3 (restaurant)

Application No: **HGY/2011/0469** Officer: Elizabeth Ennin-Gyasi  
 Decision: GTD Decision Date: 15/08/2011  
 Location: 12 Lymington Avenue N22 6JA  
 Proposal: Continuation of ground floor as mini-cab office

Application No: **HGY/2011/0524** Officer: Elizabeth Ennin-Gyasi  
 Decision: REF Decision Date: 22/06/2011  
 Location: 10 High Road N22 6BX  
 Proposal: Change of use from patisserie shop (A1) to restaurant (A3) and installation of extraction flue to rear

Application No: **HGY/2011/0802** Officer: Ruma Nowaz  
 Decision: GTD Decision Date: 22/06/2011  
 Location: 37A & 39A High Road N22 6BH  
 Proposal: Conversion of 2 flats into 4 flats

Application No: **HGY/2011/0838** Officer: Sarah Madondo  
 Decision: PERM DEV Decision Date: 29/06/2011  
 Location: 33 Coleraine Road N8 0QJ  
 Proposal: Certificate of Lawfulness for erection of rear dormer

Application No: **HGY/2011/0910** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 11/08/2011  
 Location: 21 Burghley Road N8 0QG  
 Proposal: Use of property as two self contained flats

Application No: **HGY/2011/0915** Officer: Jeffrey Holt  
 Decision: GTD Decision Date: 12/07/2011  
 Location: 34 Hornsey Park Road N8 0JP  
 Proposal: Erection of side and rear ground floor extension (householder application)

Application No: **HGY/2011/0964** Officer: Michelle Bradshaw  
 Decision: GTD Decision Date: 07/07/2011  
 Location: Darwin Road, s/o 196 Gladstone Avenue N22 6LE  
 Proposal: Installation of 1 x DSLAM green telecommunication cabinet

|                 |   |                |                       |
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| Application No: | <b>HGY/2011/0970</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD   | Decision Date: | 18/07/2011            |
| Location:       | 107 Mayes Road N22 6UP  |                |                       |
| Proposal:       | Change of use of the upper parts of the building from B1 (Office) to Residential (C3) involving the conversion of the first and second floors and the roofspace to provide six self-contained flats, together with enhancement of the ground floor B1 Employment space. Alterations and landscaping of the front car parking area |                |                       |
| Application No: | <b>HGY/2011/0973</b>  | Officer:       | Subash Jain           |
| Decision:       | REF   | Decision Date: | 14/07/2011            |
| Location:       | 40B Gladstone Avenue N22 6LL  |                |                       |
| Proposal:       | Replacement of existing wooden windows with new double glazed windows   |                |                       |
| Application No: | <b>HGY/2011/0976</b>  | Officer:       | Tara Jane Fisher      |
| Decision:       | GTD   | Decision Date: | 19/07/2011            |
| Location:       | 98-100 High Road N22 6HE  |                |                       |
| Proposal:       | Display of 3 x internally illuminated fascia signs, 1 x non-illuminated fascia sign and 1 x non-illuminated projecting sign.  |                |                       |
| Application No: | <b>HGY/2011/1003</b>  | Officer:       | Matthew Gunning       |
| Decision:       | GTD   | Decision Date: | 20/07/2011            |
| Location:       | 81 High Road N22 6BE  |                |                       |
| Proposal:       | Display of 1 x internally illuminated fascia sign and 1 x internally illuminated hanging sign   |                |                       |
| Application No: | <b>HGY/2011/1014</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | REF   | Decision Date: | 25/07/2011            |
| Location:       | Ground Floor Flat 38 Alexandra Road N8 0PP  |                |                       |
| Proposal:       | Demolition of existing rear ground floor extension and erection of new single storey rear ground floor extension (householder application)  |                |                       |
| Application No: | <b>HGY/2011/1025</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF   | Decision Date: | 19/07/2011            |
| Location:       | 77 Mayes Road N22 6TN   |                |                       |
| Proposal:       | Creation of new basement flat, alteration/extension of existing flats, and erection of rear ground floor extension  |                |                       |
| Application No: | <b>HGY/2011/1046</b>  | Officer:       | Ruma Nowaz            |
| Decision:       | REF   | Decision Date: | 29/07/2011            |
| Location:       | 89 Farrant Avenue N22 6PD   |                |                       |
| Proposal:       | Replacement of existing windows with new PVCu white painted windows   |                |                       |
| Application No: | <b>HGY/2011/1078</b>  | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD   | Decision Date: | 02/08/2011            |
| Location:       | 89 Alexandra Road N8 0LG  |                |                       |
| Proposal:       | Conversion of property into 2 x one bed self-contained flats  |                |                       |

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| Application No: | <b>HGY/2011/1096</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 03/08/2011            |
| Location:       | Wood Green Shopping City, High Road N22 6YD  |                |                       |
| Proposal:       | Display of 2 x internally illuminated fascia signs   |                |                       |
| Application No: | <b>HGY/2011/1152</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 11/08/2011            |
| Location:       | Alexandra Infants and Junior School Western Road N22 6UH   |                |                       |
| Proposal:       | Application for a non-material amendment following a grant of planning permission HGY/2011/0767 for alterations to handrail and balustrading by changing the material from aluminium to timber |                |                       |
| Application No: | <b>HGY/2011/1175</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF  | Decision Date: | 12/08/2011            |
| Location:       | Land Adjoining 10 Brampton Park Road N22 6BG   |                |                       |
| Proposal:       | Erection of two storey two bed single dwellinghouse  |                |                       |

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WARD: **Northumberland Park**

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| Application No: | <b>HGY/2011/0592</b>  | Officer:       | Jill Warren     |
| Decision:       | GTD   | Decision Date: | 28/07/2011      |
| Location:       | 70 Brantwood Road N17 0EU   |                |                 |
| Proposal:       | Certificate of Lawfulness for use of property as two self contained flats   |                |                 |
| Application No: | <b>HGY/2011/0828</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 27/06/2011      |
| Location:       | 49 Birkbeck Road N17 8NH  |                |                 |
| Proposal:       | Application for a new planning permission to replace an extant planning permission HGY/2008/0695 for conversion to form 2 x one bedroom self contained flats. |                |                 |
| Application No: | <b>HGY/2011/0847</b>  | Officer:       | Valerie Okeiyi  |
| Decision:       | GTD   | Decision Date: | 29/06/2011      |
| Location:       | Unit 526 Railway Arches Church Road N17 8AQ   |                |                 |
| Proposal:       | Use of existing garage premises for M.O.T Station.  |                |                 |
| Application No: | <b>HGY/2011/0972</b>  | Officer:       | Ruma Nowaz      |
| Decision:       | GTD   | Decision Date: | 19/07/2011      |
| Location:       | Flat 83 The Lindales Grasmere Road N17 0HE  |                |                 |
| Proposal:       | Replacement of single glazed windows / balcony door with double glazed units (householder application)  |                |                 |
| Application No: | <b>HGY/2011/0989</b>  | Officer:       | Jeffrey Holt    |
| Decision:       | GTD   | Decision Date: | 19/07/2011      |
| Location:       | 158 Park Lane N17 0JN   |                |                 |
| Proposal:       | Erection of rear ground floor conservatory extension  |                |                 |

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| Application No: | <b>HGY/2011/1012</b>   | Officer:       | John Ogenga P'Lakop |
| Decision:       | REF  | Decision Date: | 21/07/2011          |
| Location:       | 865 High Road N17 8EY  |                |                     |
| Proposal:       | Conversion of existing upper floors to residential units comprising of 4 x 1 bed units, 3 x 2 bed units and 1 x 3 bed units and erection of rear extension.  |                |                     |
| Application No: | <b>HGY/2011/1056</b>   | Officer:       | Jeffrey Holt        |
| Decision:       | GTD  | Decision Date: | 26/07/2011          |
| Location:       | 57 Durban Road N17 8ED   |                |                     |
| Proposal:       | Certificate of Lawfulness for erection of single storey rear ground floor extension  |                |                     |
| Application No: | <b>HGY/2011/1103</b>   | Officer:       | Subash Jain         |
| Decision:       | GTD  | Decision Date: | 05/08/2011          |
| Location:       | 38 Sutherland Road N17 0BN   |                |                     |
| Proposal:       | Use of property as two self-contained flats  |                |                     |
| Application No: | <b>HGY/2011/1106</b>   | Officer:       | Subash Jain         |
| Decision:       | GTD  | Decision Date: | 05/08/2011          |
| Location:       | 1 White Hart Lane N17 8DU  |                |                     |
| Proposal:       | Creation of 1 x one bed self-contained flat to upper floors ( Second floor & Loft Floor) with new rear entrance door and metal staircase to first floor level.(Amended description.).  |                |                     |
| Application No: | <b>HGY/2011/1131</b>   | Officer:       | Michelle Bradshaw   |
| Decision:       | REF  | Decision Date: | 10/08/2011          |
| Location:       | 96 Park Lane N17 0JP   |                |                     |
| Proposal:       | Retention of domestic outbuilding  |                |                     |
| Application No: | <b>HGY/2011/1169</b>   | Officer:       | John Ogenga P'Lakop |
| Decision:       | REF  | Decision Date: | 12/08/2011          |
| Location:       | 32 Argyle Road N17 0BE   |                |                     |
| Proposal:       | Erection of single storey rear extension   |                |                     |
| Application No: | <b>HGY/2011/1309</b>   | Officer:       | Michelle Bradshaw   |
| Decision:       | GTD  | Decision Date: | 15/08/2011          |
| Location:       | Unit 1 Lake Business Centre, Tariff Road N17 0YX   |                |                     |
| Proposal:       | Application for a non-material amendment following a grant of planning permission HGY/2009/0810 for demolition of existing building and erection of new warehouse as approved, entailing omission of mezzanine and side elevation windows from approved scheme |                |                     |

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WARD: **St Anns**

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| Application No: | <b>HGY/2011/0801</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | PERM DEV  | Decision Date: | 05/07/2011            |
| Location:       | 2 Southdown Villas St Anns Road N15 3SS   |                |                       |
| Proposal:       | Erection of rear dormer   |                |                       |
| Application No: | <b>HGY/2011/0811</b>  | Officer:       | Subash Jain           |
| Decision:       | REF   | Decision Date: | 24/06/2011            |
| Location:       | 22 Black Boy Lane N15 3AR   |                |                       |
| Proposal:       | Change of use of single dwelling house to a (HMO) House in Multiple Occupation  |                |                       |
| Application No: | <b>HGY/2011/0818</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD   | Decision Date: | 30/06/2011            |
| Location:       | 261-263 West Green Road N15 3BH   |                |                       |
| Proposal:       | Installation of 2-storey canopy to rear of property   |                |                       |
| Application No: | <b>HGY/2011/0877</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF   | Decision Date: | 28/06/2011            |
| Location:       | 42 Victoria Crescent N15 5LU  |                |                       |
| Proposal:       | Retrospective planning application for retention of existing UPVC windows, doors and security grill (Householder Application)   |                |                       |
| Application No: | <b>HGY/2011/0925</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF   | Decision Date: | 15/08/2011            |
| Location:       | Community Church of God, St Anns Road N15 6NG   |                |                       |
| Proposal:       | Non-material amendments following a grant of planning permission HGY/2009/0462 for roof canopy at ground floor to cover walkway at rear of hall, enlargement of utility areas at rear to provide for ambulant staircase access to first floor unisex toilet, enlargement of first floor to provide internal seating |                |                       |
| Application No: | <b>HGY/2011/0959</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | REF   | Decision Date: | 30/06/2011            |
| Location:       | 24 Grand Parade N4 1LG  |                |                       |
| Proposal:       | Retrospective planning application for change of use of A1 to A3 (Restaurant / Cafe Shop) and modification to extract duct  |                |                       |
| Application No: | <b>HGY/2011/0985</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | REF   | Decision Date: | 20/07/2011            |
| Location:       | 58 Etherley Road N15 3AJ  |                |                       |
| Proposal:       | Conversion of existing property into 2 self contained flats including erection of single storey rear extension.   |                |                       |
| Application No: | <b>HGY/2011/1005</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD   | Decision Date: | 21/07/2011            |
| Location:       | 323 West Green Road N15 3PA   |                |                       |
| Proposal:       | Retention of ATM installed through glazed shop front.   |                |                       |

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| Application No: | <b>HGY/2011/1006</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 21/07/2011            |
| Location:       | 323 West Green Road N15 3PA  |                |                       |
| Proposal:       | Display of 1 x internally illuminated fascia sign to ATM.  |                |                       |
| Application No: | <b>HGY/2011/1058</b>   | Officer:       | Michelle Bradshaw     |
| Decision:       | REF  | Decision Date: | 02/08/2011            |
| Location:       | 722 Seven Sisters Road N15 5NH   |                |                       |
| Proposal:       | Conversion of former industrial building into retail unit at ground floor level, 2 x studios at first level and 1 x 2 bed flat at second floor level   |                |                       |
| Application No: | <b>HGY/2011/1060</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | REF  | Decision Date: | 25/07/2011            |
| Location:       | 172 & 174 St Anns Road N15 5RP   |                |                       |
| Proposal:       | Replacement of front entrance doors and frames with PVC frames / doors   |                |                       |
| Application No: | <b>HGY/2011/1098</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 03/08/2011            |
| Location:       | 8 Etherley Road N15 3AJ  |                |                       |
| Proposal:       | Use of property as five self contained flats   |                |                       |
| Application No: | <b>HGY/2011/1130</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 10/08/2011            |
| Location:       | 16 Stanhope Gardens N4 1HT   |                |                       |
| Proposal:       | Application for a new planning permission to replace an extant planning permission in order to extend the time limit for implementation for erection of dormer window, insertion of 2 x rooflights and enlargement of existing window (original reference HGY/2008/1464) |                |                       |
| Application No: | <b>HGY/2011/1217</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 18/08/2011            |
| Location:       | 26 Roseberry Gardens N4 1JJ  |                |                       |
| Proposal:       | Erection of single storey rear extension including side return (householder application)   |                |                       |

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**WARD: Seven Sisters**


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| Application No: | <b>HGY/2011/0522</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF  | Decision Date: | 04/07/2011            |
| Location:       | 27 Vartry Road N15 6PR   |                |                       |
| Proposal:       | Installation of railings to flat roof and new decking to create roof terrace |                |                       |

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| Application No: | <b>HGY/2011/0534</b>  | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD   | Decision Date: | 07/07/2011            |
| Location:       | 79 Elm Park Avenue N15 6UZ  |                |                       |
| Proposal:       | Return of property from bedsits to single dwellinghouse, including new second floor, modified / enlarged existing extension and reinstatement of front entrance |                |                       |
| Application No: | <b>HGY/2011/0732</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 22/06/2011            |
| Location:       | 26 Vartry Road N15 6PU  |                |                       |
| Proposal:       | Formation of rear dormer to flat including installation of two rooflights to facilitate a loft conversion   |                |                       |
| Application No: | <b>HGY/2011/0860</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD   | Decision Date: | 29/06/2011            |
| Location:       | 188 Vartry Road N15 6HA   |                |                       |
| Proposal:       | Installation of communal activity room in rear garden   |                |                       |
| Application No: | <b>HGY/2011/0870</b>  | Officer:       | Subash Jain           |
| Decision:       | GTD   | Decision Date: | 29/06/2011            |
| Location:       | 95 Vartry Road N15 6QD  |                |                       |
| Proposal:       | Loft extension with rear dormer and insertion of two rooflights to front elevation (Householder Application)  |                |                       |
| Application No: | <b>HGY/2011/0876</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 20/06/2011            |
| Location:       | 11 Rostrevor Avenue N15 6LA   |                |                       |
| Proposal:       | Erection of front and rear dormers including internal alterations   |                |                       |
| Application No: | <b>HGY/2011/0945</b>  | Officer:       | Ruma Nowaz            |
| Decision:       | GTD   | Decision Date: | 18/07/2011            |
| Location:       | 10 Wellington Avenue N15 6AS  |                |                       |
| Proposal:       | Erection of front and rear dormers (householder application)  |                |                       |
| Application No: | <b>HGY/2011/0953</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | PERM DEV  | Decision Date: | 06/07/2011            |
| Location:       | 53 Ermine Road N15 6DD  |                |                       |
| Proposal:       | Erection of rear dormer window to facilitate a loft conversion (Certificate of Lawfulness)  |                |                       |
| Application No: | <b>HGY/2011/1001</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | PERM REQ  | Decision Date: | 25/07/2011            |
| Location:       | 24A Vartry Road N15 6PU   |                |                       |
| Proposal:       | Erection of single storey rear extension (Certificate of Lawfulness)  |                |                       |

Application No: **HGY/2011/1028** Officer: Jeffrey Holt  
 Decision: GTD Decision Date: 25/07/2011  
 Location: McDonald's Restaurant Williamson Road N4 1DR  
 Proposal: Alteration to elevations including new roof and additional cladding.

Application No: **HGY/2011/1029** Officer: Jeffrey Holt  
 Decision: GTD Decision Date: 25/07/2011  
 Location: MacDonalds Restaurant Williamson Road N4 1DR  
 Proposal: Display of 8 x internally illuminated fascia signs.

Application No: **HGY/2011/1051** Officer: Jeffrey Holt  
 Decision: GTD Decision Date: 28/07/2011  
 Location: 31 Norfolk Avenue N15 6JX  
 Proposal: Erection of rear dormer and rear ground floor extension (Householder Application)

Application No: **HGY/2011/1061** Officer: Jeffrey Holt  
 Decision: REF Decision Date: 26/07/2011  
 Location: 42 Tewkesbury Road N15 6SE  
 Proposal: Change of use from B2/B8 to social club (sui generis)

Application No: **HGY/2011/1108** Officer: John Ogenga P'Lakop  
 Decision: GTD Decision Date: 05/08/2011  
 Location: 134 Craven Park Road N15 6AB  
 Proposal: Erection of front and rear dormers and erection of first floor rear extension

Application No: **HGY/2011/1191** Officer: John Ogenga P'Lakop  
 Decision: GTD Decision Date: 12/08/2011  
 Location: 1, 3, 5 & 7 Overbury Road N15 6RH  
 Proposal: Retention of 4 x three bed apartments

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WARD: **Stroud Green**

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Application No: **HGY/2011/0416** Officer: Elizabeth Ennin-Gyasi  
 Decision: REF Decision Date: 12/08/2011  
 Location: 10 Perth Road N4 3HB  
 Proposal: Erection of first floor rear extension

Application No: **HGY/2011/0417** Officer: Elizabeth Ennin-Gyasi  
 Decision: REF Decision Date: 12/08/2011  
 Location: 14 Perth Road N4 3HB  
 Proposal: Erection of first floor rear extension



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| Application No: | <b>HGY/2011/0623</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | REF   | Decision Date: | 08/07/2011          |
| Location:       | 2 Uplands Road N8 9NL   |                |                     |
| Proposal:       | Erection of rear dormer, erection of rear brick extension, insertion of 2 x rooflights including other internal alterations |                |                     |
| Application No: | <b>HGY/2011/0625</b>  | Officer:       | Jeffrey Holt        |
| Decision:       | GTD   | Decision Date: | 22/06/2011          |
| Location:       | 180 Stapleton Hall Road N4 4QL  |                |                     |
| Proposal:       | Erection of rear ground floor extension   |                |                     |
| Application No: | <b>HGY/2011/0789</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | GTD   | Decision Date: | 22/06/2011          |
| Location:       | 100 Florence Road N4 4DR  |                |                     |
| Proposal:       | Demolition of existing single storey extension and erection of single storey rear extension                                 |                |                     |
| Application No: | <b>HGY/2011/0807</b>  | Officer:       | John Ogenga P'Lakop |
| Decision:       | GTD   | Decision Date: | 27/06/2011          |
| Location:       | 4 Ossian Road N4 4EA  |                |                     |
| Proposal:       | Amendments to existing loft conversion and internal alterations to the ground floor   |                |                     |
| Application No: | <b>HGY/2011/0856</b>  | Officer:       | Valerie Okeiyi      |
| Decision:       | PERM REQ  | Decision Date: | 29/06/2011          |
| Location:       | 19 Mayfield Road N8 9LL   |                |                     |
| Proposal:       | Certificate of lawfulness for erection of single storey side extension  |                |                     |
| Application No: | <b>HGY/2011/0857</b>  | Officer:       | Ruma Nowaz          |
| Decision:       | REF   | Decision Date: | 18/07/2011          |
| Location:       | 1 Uplands Road N8 9NN   |                |                     |
| Proposal:       | Tree works to include felling of 1 x Mimosa Tree.   |                |                     |
| Application No: | <b>HGY/2011/0863</b>  | Officer:       | Ruma Nowaz          |
| Decision:       | REF   | Decision Date: | 23/06/2011          |
| Location:       | 33C Ferme Park Road N4 4EB  |                |                     |
| Proposal:       | Change of roof over extension to roof terrace   |                |                     |
| Application No: | <b>HGY/2011/0866</b>  | Officer:       | Jeffrey Holt        |
| Decision:       | GTD   | Decision Date: | 04/07/2011          |
| Location:       | 126 Inderwick Road N8 9JY   |                |                     |
| Proposal:       | Erection of rear dormer and insertion of 2 rooflights to front roofslope  |                |                     |

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| Application No: | <b>HGY/2011/0873</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 05/07/2011            |
| Location:       | 107 Upper Tollington Park N4 4ND   |                |                       |
| Proposal:       | Conversion of existing five bedsits into 4 units comprising 1x4bed, 1 x2bed, and 2 x1bed flats.  |                |                       |
| Application No: | <b>HGY/2011/0883</b>   | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD  | Decision Date: | 29/06/2011            |
| Location:       | Ground Floor Flat 72 Lancaster Road N4 4PT   |                |                       |
| Proposal:       | Erection of single-storey rear and side return extension and internal reconfiguration of a ground floor flat (Householder Application)   |                |                       |
| Application No: | <b>HGY/2011/0891</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 05/07/2011            |
| Location:       | Granville Road, S/O Opp 46a - 46d Mount View Road N4 4HX   |                |                       |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet  |                |                       |
| Application No: | <b>HGY/2011/0893</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 05/07/2011            |
| Location:       | Mount Pleasant Villas, S/O 14b Mount View Road N4 4SL  |                |                       |
| Proposal:       | Installation of 1 x DSLAM green telecommunications cabinet   |                |                       |
| Application No: | <b>HGY/2011/0900</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 05/07/2011            |
| Location:       | Ferme Park Road, Opp 54-54a Ferme Park Road N4 4ED   |                |                       |
| Proposal:       | Installation of 1 x DSLAM green telecommunication cabinet  |                |                       |
| Application No: | <b>HGY/2011/0906</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 06/07/2011            |
| Location:       | 19 Ferme Park Road N4 4DS  |                |                       |
| Proposal:       | Conversion of upper floors into 2 self contained flats   |                |                       |
| Application No: | <b>HGY/2011/0917</b>   | Officer:       | Matthew Gunning       |
| Decision:       | GTD  | Decision Date: | 25/07/2011            |
| Location:       | 95 Mayfield Road N8 9LN  |                |                       |
| Proposal:       | Tree works to include pollard crown by 50% of two x Lime trees.  |                |                       |
| Application No: | <b>HGY/2011/0922</b>   | Officer:       | Ruma Nowaz            |
| Decision:       | GTD  | Decision Date: | 18/07/2011            |
| Location:       | 84 Oakfield Road N4 4LB  |                |                       |
| Proposal:       | Application for a new planning permission to replace an extant planning permission HGY/2008/0714 for alteration to mansard roof to provide internal headroom and access to roof area |                |                       |

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| Application No: | <b>HGY/2011/0938</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 15/07/2011            |
| Location:       | 64 -second floor flat Ferme Park Road N4 4ED   |                |                       |
| Proposal:       | Installation of 3 x rooflights to front roof elevation, installation of new timber sash window and new French doors with security railings to rear elevation. Installation of 1 x rooflight to roof and internal alterations to convert flat from 1 bed to 2 bed flat, to second floor flat. |                |                       |
| Application No: | <b>HGY/2011/0942</b>   | Officer:       | Subash Jain           |
| Decision:       | GTD  | Decision Date: | 13/07/2011            |
| Location:       | 5 Addington Road N4 4RP  |                |                       |
| Proposal:       | Enlargement of existing rear extension (Householder Application)   |                |                       |
| Application No: | <b>HGY/2011/0951</b>   | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD  | Decision Date: | 12/07/2011            |
| Location:       | 92 Ferme Park Road N8 9SD  |                |                       |
| Proposal:       | Erection of dormer roof extension  |                |                       |
| Application No: | <b>HGY/2011/0957</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 29/07/2011            |
| Location:       | 59 Stapleton Hall Road N4 3QF  |                |                       |
| Proposal:       | Non-material amendments following a grant of planning permission HGY/2007/2259 to provide rear elevation drawings and alter roof details   |                |                       |
| Application No: | <b>HGY/2011/0991</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 19/07/2011            |
| Location:       | 41 Quernmore Road N4 4QP   |                |                       |
| Proposal:       | Conversion of upper floors from single dwelling to 1 x 1 bed flat at first floor level and 1 x 2 bed flat at second and third floor levels.  |                |                       |
| Application No: | <b>HGY/2011/1009</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 15/08/2011            |
| Location:       | 14 Mount Pleasant Villas N4 4HD  |                |                       |
| Proposal:       | Creation of first floor rear roof terrace (Householder Application)  |                |                       |
| Application No: | <b>HGY/2011/1017</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | REF  | Decision Date: | 25/07/2011            |
| Location:       | 118 Weston Park N8 9PN   |                |                       |
| Proposal:       | Erection of ground floor extension (Householder Application)   |                |                       |
| Application No: | <b>HGY/2011/1048</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | REF  | Decision Date: | 28/07/2011            |
| Location:       | 118 Weston Park N8 9PN   |                |                       |
| Proposal:       | Erection of rear ground floor extension (householder application)  |                |                       |

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| Application No: | <b>HGY/2011/1156</b>  | Officer:       | Jeffrey Holt |
| Decision:       | GTD   | Decision Date: | 11/08/2011   |
| Location:       | 84 Oakfield Road N4 4LB   |                |              |
| Proposal:       | Application for a new planning permission to replace an extant planning permission HGY/2008/1105 for erection of a new shed at rear of garden to replace an existing shed |                |              |
| Application No: | <b>HGY/2011/1220</b>  | Officer:       | Jill Warren  |
| Decision:       | PERM DEV  | Decision Date: | 15/08/2011   |
| Location:       | 8 Osborne Road N4 3SF   |                |              |
| Proposal:       | Certificate of Lawfulness for erection of single storey rear extension.   |                |              |

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WARD: **Tottenham Green**


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|                 |  |                |                       |
|-----------------|--|----------------|-----------------------|
| Application No: | <b>HGY/2011/0813</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 22/06/2011            |
| Location:       | 87A Broad Lane N15 4DW   |                |                       |
| Proposal:       | Erection of two storey building at rear of 87A Broad Lane to provide 1 x two bed flat.   |                |                       |
| Application No: | <b>HGY/2011/0815</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 22/06/2011            |
| Location:       | 87A Broad Lane N15 4DW   |                |                       |
| Proposal:       | Demolition of existing shed and erection of two storey building comprising retail unit at ground floor level and one-bed flat at first floor level at front of 87A Broad Lane. |                |                       |
| Application No: | <b>HGY/2011/0855</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | REF  | Decision Date: | 27/06/2011            |
| Location:       | 123 Seaford Road N15 5DX   |                |                       |
| Proposal:       | Erection of single storey side infill and erection of single storey rear extension   |                |                       |
| Application No: | <b>HGY/2011/0914</b>   | Officer:       | Subash Jain           |
| Decision:       | GTD  | Decision Date: | 13/07/2011            |
| Location:       | 9 Elizabeth Road N15 5LG   |                |                       |
| Proposal:       | Certificate of Lawfulness for use of property as five self contained studio flats.   |                |                       |
| Application No: | <b>HGY/2011/0933</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 28/07/2011            |
| Location:       | 7 Constable Crescent N15 4QZ   |                |                       |
| Proposal:       | Addition of MOT station (Siu Generis) to existing B1 and B8 uses   |                |                       |
| Application No: | <b>HGY/2011/0974</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 19/07/2011            |
| Location:       | 36 Stonebridge Road N15 5PF  |                |                       |
| Proposal:       | Replacement of existing hard wood aluminium windows with white PVCU windows  |                |                       |

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|-----------------|--|----------------|-----------------------|
| Application No: | <b>HGY/2011/1018</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 29/07/2011            |
| Location:       | 18 Beaconsfield Road N15 4SJ   |                |                       |
| Proposal:       | Use of property as 2 self-contained flats (Certificate of lawfulness for an existing use)  |                |                       |
| Application No: | <b>HGY/2011/1057</b>   | Officer:       | Jeffrey Holt          |
| Decision:       | GTD  | Decision Date: | 02/08/2011            |
| Location:       | 3- 7 West Green Road N15 5BX   |                |                       |
| Proposal:       | Erection of front dormers and rear bay window extensions to create two additional three-bed maisonnettes at first/second floor level                   |                |                       |
| Application No: | <b>HGY/2011/1073</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 29/07/2011            |
| Location:       | 155 West Green Road N15 5EA  |                |                       |
| Proposal:       | Change of use to part A3 involving installation of cooking facilities to existing social club with extraction system including flue at rear elevation. |                |                       |
| Application No: | <b>HGY/2011/1074</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 28/07/2011            |
| Location:       | Welbourne Primary School Stainby Road N15 4EA  |                |                       |
| Proposal:       | Installation of new modular building within school grounds.  |                |                       |
| Application No: | <b>HGY/2011/1080</b>   | Officer:       | Matthew Gunning       |
| Decision:       | GTD  | Decision Date: | 04/08/2011            |
| Location:       | O/S 243-245 High Road N15 5BT  |                |                       |
| Proposal:       | Resiting of 1 x KX100 style telephone kiosk  |                |                       |
| Application No: | <b>HGY/2011/1086</b>   | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD  | Decision Date: | 28/07/2011            |
| Location:       | 695 Seven Sisters Road N15 5LA   |                |                       |
| Proposal:       | Erection of single storey rear ground floor extension  |                |                       |
| Application No: | <b>HGY/2011/1110</b>   | Officer:       | Matthew Gunning       |
| Decision:       | GTD  | Decision Date: | 05/08/2011            |
| Location:       | Outside 243-245 High Road N15 5BT  |                |                       |
| Proposal:       | Resiting of existing public telephone kiosk with a kiosk combining public telephone service and ATM service  |                |                       |
| Application No: | <b>HGY/2011/1148</b>   | Officer:       | John Ogenga P'Lakop   |
| Decision:       | GTD  | Decision Date: | 11/08/2011            |
| Location:       | Markfield House 82 Markfield Road N15 4QF  |                |                       |
| Proposal:       | Erection of extension to existing building to enclose the existing operations at site  |                |                       |

Application No: **HGY/2011/1153** Officer: Michelle Bradshaw  
 Decision: GTD Decision Date: 11/08/2011  
 Location: Units 20-22 High Cross Centre Fountayne Road N15 4QN  
 Proposal: Alterations to front facade including removal of existing windows / doors, infilling resulting apertures and creating new windows / doors in new positions

WARD: **Tottenham Hale**

Application No: **HGY/2010/1910** Officer: Elizabeth Ennin-Gyasi  
 Decision: GTD Decision Date: 22/06/2011  
 Location: 658- 660 High Road N17 0AB  
 Proposal: Approval of details pursuant to conditions 2b (refuse & waste storage), 2d (sustainability features), 2e (hard surfaces & permeability) and condition 3 (hard & soft landscaping) attached to planning permission HGY/2007/2245

Application No: **HGY/2011/0198** Officer: Elizabeth Ennin-Gyasi  
 Decision: GTD Decision Date: 19/07/2011  
 Location: 658- 660 High Road N17 0AB  
 Proposal: Approval of Details pursuant to Condition 2C (central dish/aerial system) 2H (boundary finish to parking area) attached to planning permission HGY/2007/2245

Application No: **HGY/2011/0350** Officer: Elizabeth Ennin-Gyasi  
 Decision: GTD Decision Date: 01/07/2011  
 Location: 624 High Road N17 9TL  
 Proposal: Approval of details pursuant to condition 3 (samples of materials) condition 13 (annoted and dimensioned elevations) and condition 15 (elevation drawings) attached to planning permission HGY/2009/1532

Application No: **HGY/2011/0494** Officer: Elizabeth Ennin-Gyasi  
 Decision: GTD Decision Date: 01/07/2011  
 Location: 182 Shelbourne Road N17 9YA  
 Proposal: Approval of details pursuant to condition 2 (Samples of materials), condition 3 (Landscape works), condition 4 (Boundary treatment), condition 5 (Cycle and Bin Storage) and condition 7(Parking Space) attached to Appeal reference APP/Y/5420/A/10/2124765

Application No: **HGY/2011/0738** Officer: Jeffrey Holt  
 Decision: GTD Decision Date: 08/07/2011  
 Location: GLS Depot Ferry Lane N17  
 Proposal: Approval of details pursuant to condition 10 (External Lighting) attached to planning permission HGY/2010/2090

Application No: **HGY/2011/0754** Officer: Jeffrey Holt  
 Decision: GTD Decision Date: 08/07/2011  
 Location: Former GLS Depot Mill Mead Road N17 9QQ  
 Proposal: Approval of details pursuant to Conditon three (materials) attached to planning reference HGY/2010/2090

|                 |   |                |                       |
|-----------------|---|----------------|-----------------------|
| Application No: | <b>HGY/2011/0816</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 20/07/2011            |
| Location:       | Former GLS Depot Ferry Lane N17 9QQ   |                |                       |
| Proposal:       | Non-material amendment following a grant of planning permission HGY/2010/2090 to permit the inclusion of 4 extra bedrooms at ground floor   |                |                       |
| Application No: | <b>HGY/2011/0848</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD   | Decision Date: | 29/06/2011            |
| Location:       | The Green C of E Primary School Somerset Road N17 9EJ   |                |                       |
| Proposal:       | Installation of lean-to style canopy to south elevation   |                |                       |
| Application No: | <b>HGY/2011/0858</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | REF   | Decision Date: | 29/06/2011            |
| Location:       | 15 Reform Row N17 9SZ   |                |                       |
| Proposal:       | Erection of two storey extension including internal alterations (Householder Application)   |                |                       |
| Application No: | <b>HGY/2011/0871</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 14/07/2011            |
| Location:       | GLS Depot Ferry Lane N17 9NG  |                |                       |
| Proposal:       | Approval of Details applicable to Block NW1 and pursuant to Conditions 4 (Lifetime Home Standards), Condition 7 (Security of Residential Buildings) 30 (Site Petrol / Oil Interceptions), Condition 43 (Floorspace Figures - vehicle parking/access), Condition 44 (Wind Turbines), Condition 45 (Wind Turbines impact), Condition 46 (Wind Turbines flicker), Condition 47 (Residential Accommodation), Condition 48 (Student Accommodation), Condition 49 (Tall Building), Condition 54 (Contamination), Condition 55 (Method for Piling Foundation), Condition 59 (Planting Scheme), Condition 61 (Artificial Lighting), Condition 63 (Railway Safeguarding) and Condition 68 (Landscaped Area) attached to planning permission HGY/2006/1177 and Reserved Matters Application HGY/2008/1970 |                |                       |
| Application No: | <b>HGY/2011/0969</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | REF   | Decision Date: | 14/07/2011            |
| Location:       | 540 High Road N17 9SY   |                |                       |
| Proposal:       | Change of use from A1 (Shop) to A3 (Restaurant)   |                |                       |
| Application No: | <b>HGY/2011/1134</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 10/08/2011            |
| Location:       | Ground Floor Block W Former GLS Depot Ferry Lane N17 9QQ  |                |                       |
| Proposal:       | Approval of details pursuant to conditions 15 (servicing management plan) and 43 (floorplan and layout of retail unit) attached to planning reference HGY/2006/1177   |                |                       |
| Application No: | <b>HGY/2011/1135</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 10/08/2011            |
| Location:       | Ground Floor Block W Former GLS Depot Ferry Lane N17 9QQ  |                |                       |
| Proposal:       | Installation of an ATM  |                |                       |

|                 |   |                |                   |  |
|-----------------|---|----------------|-------------------|--|
| Application No: | <b>HGY/2011/1139</b>  | Officer:       | Jeffrey Holt      |  |
| Decision:       | GTD   | Decision Date: | 10/08/2011        |  |
| Location:       | Ground Floor Block W Former GLS Depot Ferry Lane N17 9QQ  |                |                   |  |
| Proposal:       | Installation of new shopfront   |                |                   |  |
| Application No: | <b>HGY/2011/1141</b>  | Officer:       | Jeffrey Holt      |  |
| Decision:       | GTD   | Decision Date: | 10/08/2011        |  |
| Location:       | Ground Floor Block W Former GLS Depot Ferry Lane N17 9QQ  |                |                   |  |
| Proposal:       | Installation of plant equipment and associated screening  |                |                   |  |
| Application No: | <b>HGY/2011/1142</b>  | Officer:       | Jeffrey Holt      |  |
| Decision:       | GTD   | Decision Date: | 10/08/2011        |  |
| Location:       | Ground Floor Block W Former GLS Depot Ferry Lane N17 9QQ  |                |                   |  |
| Proposal:       | Display of 2 x internally illuminated fascia signs and 1 x internally illuminated hanging sign  |                |                   |  |
| Application No: | <b>HGY/2011/1173</b>  | Officer:       | Michelle Bradshaw |  |
| Decision:       | GTD   | Decision Date: | 16/08/2011        |  |
| Location:       | 448 High Road N17 9JD   |                |                   |  |
| Proposal:       | Display of 1 x internally illuminated projecting sign and 9 x non-illuminated other signs   |                |                   |  |
| Application No: | <b>HGY/2011/1187</b>  | Officer:       | Jeffrey Holt      |  |
| Decision:       | REF   | Decision Date: | 18/08/2011        |  |
| Location:       | 500-508 High Road N17 9JF   |                |                   |  |
| Proposal:       | Variation of condition 2 (opening hours) attached to planning permission HGY/24414 to extend opening hours to 5 am to 1 am the following Monday to Thursday and 24 hours a day Friday, Saturday and Sunday (with the restaurant closing at 2 am on Sunday night Monday morning)   |                |                   |  |
| Application No: | <b>HGY/2011/1266</b>  | Officer:       | Jeffrey Holt      |  |
| Decision:       | GTD   | Decision Date: | 18/07/2011        |  |
| Location:       | GLS Depot Ferry Lane N17  |                |                   |  |
| Proposal:       | Approval of Details applicable to Block SE and pursuant to Condition 47 (Residential Accommodation) Condition 48 (Student Accommodation), Condition 54 (Contamination), Condition 60 (Landscaping Management) and Condition 61 (Artificial Lighting) attached to planning application reference HGY/2006/1177, HGY/2007/2250, HGY/2008/1971 & HGY/2010/1987 |                |                   |  |

WARD: **West Green**

|                 |  |                |             |  |
|-----------------|--|----------------|-------------|--|
| Application No: | <b>HGY/2011/0149</b>   | Officer:       | Jill Warren |  |
| Decision:       | PERM DEV   | Decision Date: | 14/07/2011  |  |
| Location:       | 9 Crossfield Road N17 6AY  |                |             |  |
| Proposal:       | Certificate of Lawfulness for use of building as five self contained flats |                |             |  |



Application No: **HGY/2011/0751** Officer: Ruma Nowaz  
 Decision: PERM DEV Decision Date: 20/06/2011  
 Location: 1 Sandringham Road N22 6RB  
 Proposal: Erection of rear dormer with insertion of 2 x rooflights to front roofslope

Application No: **HGY/2011/0884** Officer: Jeffrey Holt  
 Decision: REF Decision Date: 29/06/2011  
 Location: 428 West Green Road N15 3PU  
 Proposal: Conversion of existing and second floor maisonette to 2 x one bed self contained flats.

Application No: **HGY/2011/0929** Officer: Ruma Nowaz  
 Decision: PERM DEV Decision Date: 14/07/2011  
 Location: Zinnia, Stanmore Road N15 3PR  
 Proposal: Erection of single storey rear extension and erection of rear dormer window

Application No: **HGY/2011/0940** Officer: Valerie Okeiyi  
 Decision: REF Decision Date: 14/07/2011  
 Location: 22 Downhills Way N17 6BA  
 Proposal: Creation of vehicle crossover

Application No: **HGY/2011/1109** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 19/07/2011  
 Location: 29 Crossfield Road N17 6AY  
 Proposal: Approval of details pursuant to conditions 3 (refuse & waste storage) attached to planning reference: HGY/2009/1991

Application No: **HGY/2011/1133** Officer: Subash Jain  
 Decision: REF Decision Date: 10/08/2011  
 Location: 54 Downhills Way N17 6BB  
 Proposal: Erection of part single / part two storey side extension and extension of existing rear dormer

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**WARD: White Hart Lane**


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Application No: **HGY/2011/0773** Officer: Valerie Okeiyi  
 Decision: PERM REQ Decision Date: 20/06/2011  
 Location: 18 Flexmere Road N17 7AT  
 Proposal: Erection of rear first floor extension

Application No: **HGY/2011/0784** Officer: Valerie Okeiyi  
 Decision: REF Decision Date: 27/06/2011  
 Location: 115 Tower Gardens Road N17 7PE  
 Proposal: Erection of rear dormer window with insertion of 2 x rooflights to front elevation to facilitate a loft conversion

|                 |   |                |                   |
|-----------------|---|----------------|-------------------|
| Application No: | <b>HGY/2011/0887</b>  | Officer:       | Subash Jain       |
| Decision:       | GTD   | Decision Date: | 06/07/2011        |
| Location:       | Coles Park Playing Fields, White Hart Lane N17 7JP  |                |                   |
| Proposal:       | Renewal of a time-limited planning permission HGY/2007/2605 to use car park as a market selling new and second-hand goods on Saturdays and Sundays only between 07:00 and 13:00 for 3 years |                |                   |
| Application No: | <b>HGY/2011/0982</b>  | Officer:       | Matthew Gunning   |
| Decision:       | PERM DEV  | Decision Date: | 20/07/2011        |
| Location:       | 50 The Roundway N17 7HH   |                |                   |
| Proposal:       | Erection of single storey rear extension (Certificate of Lawfulness)  |                |                   |
| Application No: | <b>HGY/2011/1011</b>  | Officer:       | Subash Jain       |
| Decision:       | REF   | Decision Date: | 14/07/2011        |
| Location:       | 9 Flexmere Road N17 7AU   |                |                   |
| Proposal:       | Erection of rear conservatory (householder application)   |                |                   |
| Application No: | <b>HGY/2011/1055</b>  | Officer:       | Sarah Madondo     |
| Decision:       | PERM DEV  | Decision Date: | 28/07/2011        |
| Location:       | 22 Norfolk Close N13 6AN  |                |                   |
| Proposal:       | Certificate of Lawfulness for erection of rear dormer, alteration of roof from hip to gable and insertion of 2 x rooflights to front elevation  |                |                   |
| Application No: | <b>HGY/2011/1119</b>  | Officer:       | Michelle Bradshaw |
| Decision:       | GTD   | Decision Date: | 05/08/2011        |
| Location:       | 246 Risley Avenue N17 7EN   |                |                   |
| Proposal:       | Replacement of single glazed softwood timber sash & casement windows with double glazed softwood timber sash & casement windows   |                |                   |

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**WARD: Woodside**


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| Application No: | <b>HGY/2011/0737</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 01/07/2011      |
| Location:       | 644-646 Lordship Lane N22 5JH   |                |                 |
| Proposal:       | Approval of details pursuant to condition 10 (Sound Insulation) attached appeal decision APP/Y5420/A/08 |                |                 |
| Application No: | <b>HGY/2011/0796</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 01/07/2011      |
| Location:       | 646 Lordship Lane N22 5JH   |                |                 |
| Proposal:       | Display of 4 x internally illuminated fascia signs and 1 x internally illuminated hanging sign          |                |                 |
| Application No: | <b>HGY/2011/0797</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 01/07/2011      |
| Location:       | 646 Lordship Lane N22 5JH   |                |                 |
| Proposal:       | Installation of ATM to shopfront  |                |                 |

|                 |   |                |                 |
|-----------------|---|----------------|-----------------|
| Application No: | <b>HGY/2011/0798</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 01/07/2011      |
| Location:       | 646 Lordship Lane N22 5JH   |                |                 |
| Proposal:       | Installation of new shopfront and minor external alterations  |                |                 |
| Application No: | <b>HGY/2011/0799</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 01/07/2011      |
| Location:       | 646 Lordship Lane N22 5JH   |                |                 |
| Proposal:       | Installation of 1 refrigeration condenser unit, three air conditioning units and associated enclosure and a satellite dish  |                |                 |
| Application No: | <b>HGY/2011/0859</b>  | Officer:       | Sarah Madondo   |
| Decision:       | PERM DEV  | Decision Date: | 29/06/2011      |
| Location:       | 39 Dunbar Road N22 5BG  |                |                 |
| Proposal:       | Erection of single storey rear extension (certificate of lawfulness)  |                |                 |
| Application No: | <b>HGY/2011/0886</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 06/07/2011      |
| Location:       | 646 Lordship Lane N22 5JH   |                |                 |
| Proposal:       | Approval of details pursuant to condition 14 (Commercial Floorspace) attached to Appeal Decision Notice APP/Y5420/A/08/2083612  |                |                 |
| Application No: | <b>HGY/2011/0904</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 28/07/2011      |
| Location:       | 25 Watsons Road N22 7TZ   |                |                 |
| Proposal:       | Approval of Details pursuant to Condition 4 (soft landscaping), Condition 14 (energy efficiency measures), Condition 15 (landscaping management plan) and Condition 21 (proposed play equipment) attached to Appeal Decision APP/Y5420/A/08/2087058   |                |                 |
| Application No: | <b>HGY/2011/0908</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 28/07/2011      |
| Location:       | 25 Watsons Road N22 7TZ   |                |                 |
| Proposal:       | Approval of Details pursuant to Condition 2 (facings), Condition 5 (hard landscaping materials) and Condition 18 (ecological roof) attached to Appeal Decision APP/Y5420/A/08/2087058   |                |                 |
| Application No: | <b>HGY/2011/0909</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 28/07/2011      |
| Location:       | 25 Watsons Road N22 7TZ   |                |                 |
| Proposal:       | Approval of Details pursuant to Condition 3 (detailed finished floor level plan), Condition 7 (details of refuse storage), Condition 16 (boundary wall treatment), Condition 17 (cycle parking facilities), Condition 22 (balcony screening details) attached to Appeal Decision APP/Y5420/A/08/2087058 |                |                 |
| Application No: | <b>HGY/2011/0968</b>  | Officer:       | Matthew Gunning |
| Decision:       | GTD   | Decision Date: | 07/07/2011      |
| Location:       | 644-646 Lordship Lane N22 5JH   |                |                 |
| Proposal:       | Removal of condition 12 (highway works) attached to appeal decision reference APP/Y5420/A/08/2083612  |                |                 |

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|-----------------|---|----------------|-----------------------|
| Application No: | <b>HGY/2011/0995</b>  | Officer:       | Subash Jain           |
| Decision:       | GTD   | Decision Date: | 25/07/2011            |
| Location:       | Rear of 43 Park Avenue N22 7HA  |                |                       |
| Proposal:       | Refurbishment of existing building including new pitched roof to replace existing roof.                               |                |                       |
| Application No: | <b>HGY/2011/1041</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | GTD   | Decision Date: | 25/07/2011            |
| Location:       | 48 Warberry Road N22 7TQ  |                |                       |
| Proposal:       | Erection of two storey side extension   |                |                       |
| Application No: | <b>HGY/2011/1045</b>  | Officer:       | Ruma Nowaz            |
| Decision:       | GTD   | Decision Date: | 28/07/2011            |
| Location:       | 32 Stirling Road N22 5BT  |                |                       |
| Proposal:       | Erection of single storey rear extension  |                |                       |
| Application No: | <b>HGY/2011/1097</b>  | Officer:       | Elizabeth Ennin-Gyasi |
| Decision:       | GTD   | Decision Date: | 03/08/2011            |
| Location:       | 98 Woodside Road N22 5HT  |                |                       |
| Proposal:       | Use of property as six self contained flats   |                |                       |
| Application No: | <b>HGY/2011/1158</b>  | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD   | Decision Date: | 11/08/2011            |
| Location:       | 306 High Road N22 8JR   |                |                       |
| Proposal:       | Construction of storage area to rear garden ancillary use to shop   |                |                       |
| Application No: | <b>HGY/2011/1162</b>  | Officer:       | Valerie Okeiyi        |
| Decision:       | GTD   | Decision Date: | 11/08/2011            |
| Location:       | 306 High Road N22 8JR   |                |                       |
| Proposal:       | Erection of rear dormer to facilitate a loft conversion   |                |                       |
| Application No: | <b>HGY/2011/1168</b>  | Officer:       | Jeffrey Holt          |
| Decision:       | GTD   | Decision Date: | 12/08/2011            |
| Location:       | 43 The Roundway N17 7HA   |                |                       |
| Proposal:       | Erection of ground floor rear infill extension  |                |                       |
| Application No: | <b>HGY/2011/1182</b>  | Officer:       | Michelle Bradshaw     |
| Decision:       | GTD   | Decision Date: | 12/08/2011            |
| Location:       | 35 Cranbrook Park N22 5NA   |                |                       |
| Proposal:       | Erection of rear dormer window with insertion of 2 x rooflights to front elevation (amended plan received 04/08/2011) |                |                       |

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Application No: **HGY/2011/1183** Officer: Elizabeth Ennin-Gyasi  
Decision: PERM DEV Decision Date: 11/08/2011  
Location: 16 Forfar Road N22 5QE  
Proposal: Erection of rear dormer

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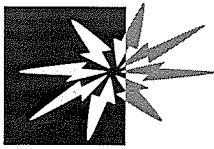
WARD: **Not Applicable - Outside Borough**

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Application No: **HGY/2011/0961** Officer: Ruma Nowaz  
Decision: RNO Decision Date: 07/07/2011  
Location: 16 Aylmer road N2 0BX  
Proposal: Observation to London Borough of Barnet for material minor amendment for the variation of Condition 10 (obscure glazing) of planning permission C17308/07 dated 08/01/08. variation of wording of condition to read: before the building hereby permitted is occupied the proposed windows in the side elevation at first and second floors levels facing 14 Aylmer Road shall be glazed with obscure glass only up to 1.8 metres from the room/floor level and shall only be openable for cleaning and maintenance purposes: and the proposed first floor windows facing 18 Aylmer Road shall be glazed with obscure glass only and shall be permanently fixed shut with only a fanlight opening

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Haringey Council

Agenda item:

[ ]

Planning Sub-Committee

On 12<sup>th</sup> September 2011

Report Title: Development Management, Building Control and Planning Enforcement work report

Report of: Lyn Garner Director of Place and Sustainability

Wards(s) affected: All

Report for: Planning Sub-Committee

### 1. Purpose

To advise the Sub-Committee of performance statistics on Development Management, Building Control and Planning Enforcement.

### 2. Summary

Summarises decisions taken within set time targets by Development Management, Building Control and Planning Enforcement Work since the 14<sup>th</sup> June 2011 Planning Sub-Committee meeting.

### 3. Recommendations

That the report be noted.

Report Authorised by: 

 Marc Dorfman  
Assistant Director Planning, Regeneration & Economy

Contact Officer: Ahmet Altinsoy

Development Management Support Team Leader

Tel: 020 8489 5114

### 4. Local Government (Access to Information) Act 1985

Planning staff and application case files are located at 6<sup>th</sup> Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: [www.haringey.gov.uk](http://www.haringey.gov.uk). From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.

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Planning Committee 12 September 2011

## DEVELOPMENT MANAGEMENT PERFORMANCE STATISTICS

### **NATIONAL INDICATOR NI 157 - DETERMINING PLANNING APPLICATIONS**

#### **June 2011 Performance**

In June 2011 there were 153 planning applications determined, with performance in each category as follows -

No major applications were received

80% of minor applications were determined within 8 weeks (32 out of 40 cases)

84% of other applications were determined within 8 weeks (95 out of 113 cases)

For an explanation of the categories see Appendix I

#### **Year Performance – 2011/12**

In the financial year 2011/12, up to the end of June, there were 422 planning applications determined, with performance in each category as follows -

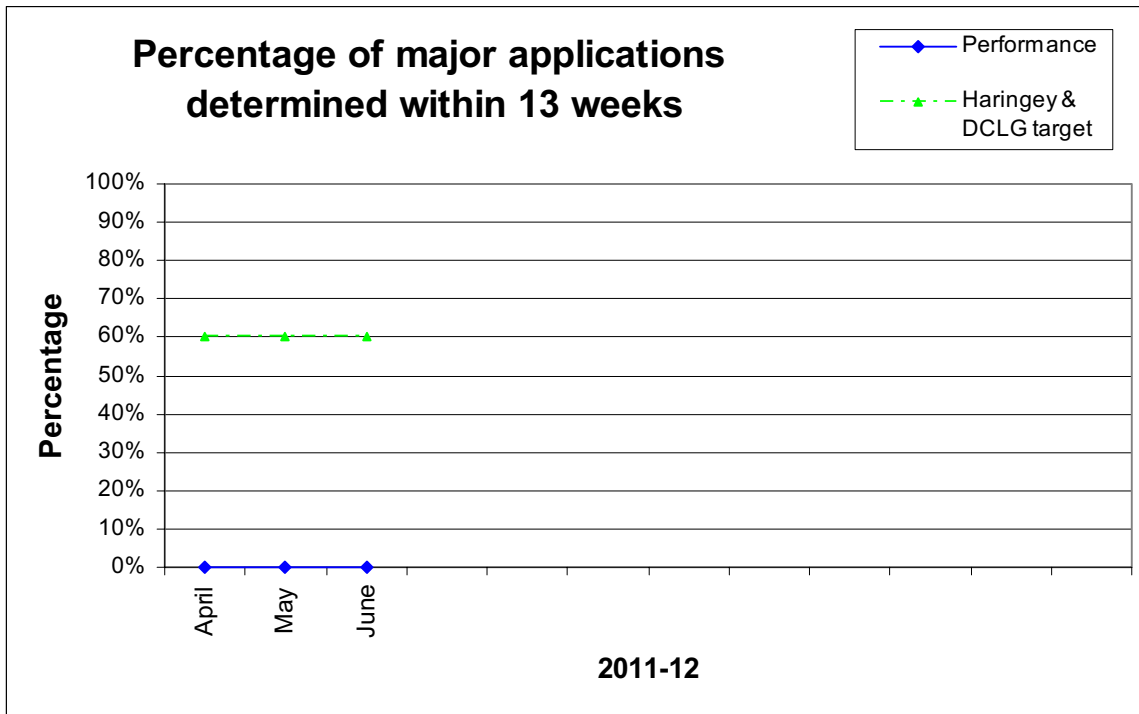
0% of major applications were determined within 13 weeks (0 out of 2)

70% of minor applications were determined within 8 weeks (69 out of 98 cases)

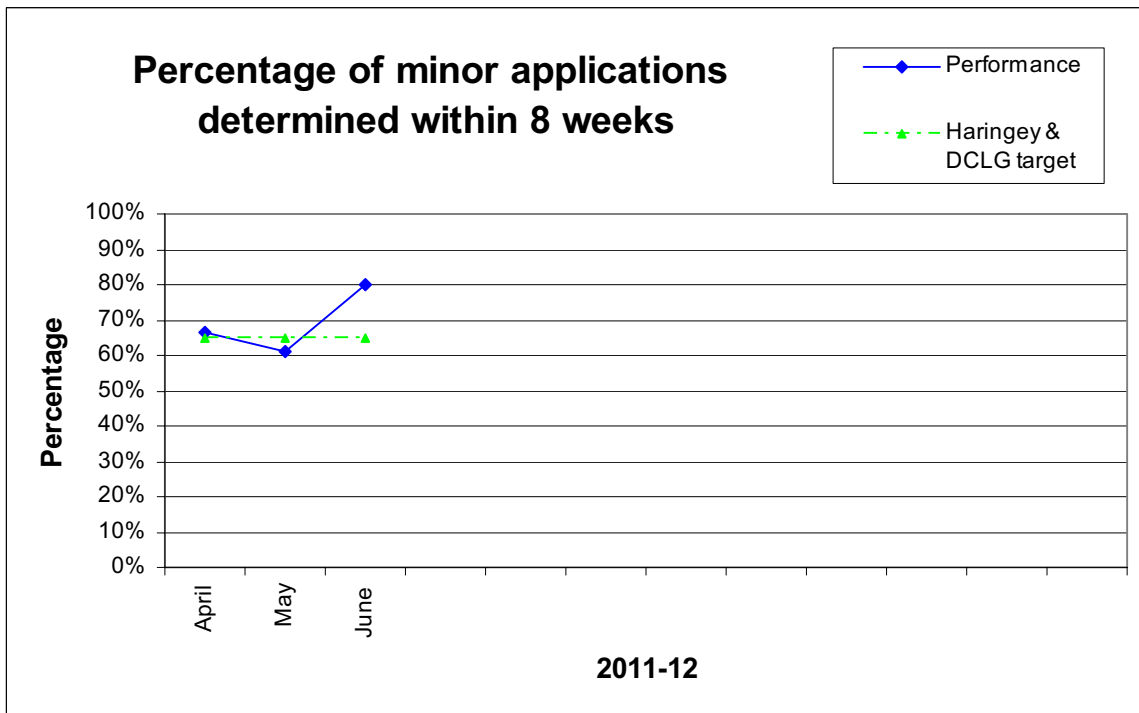
75% of other applications were determined within 8 weeks (243 out of 322 cases)

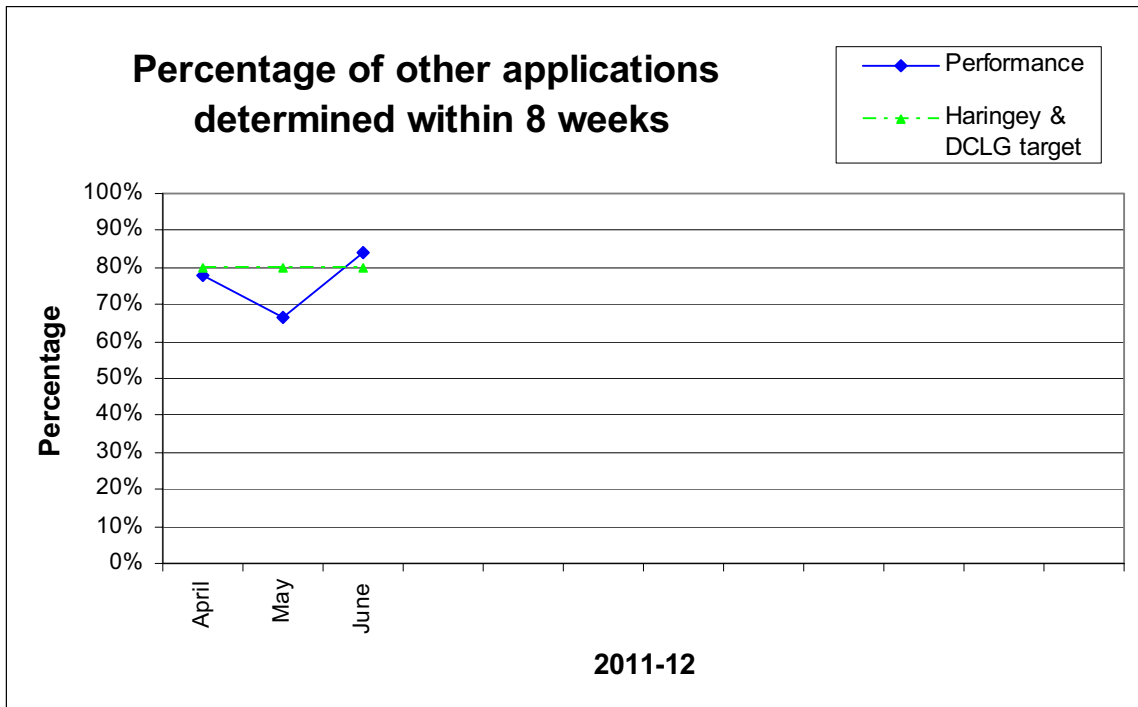
The monthly performance for each of the categories is shown in the following graphs:

**Major Applications 2011/12**



**Minor Applications 2011/12**



**Other applications 2011/12****Last 12 months performance – July 2010 to June 2011**

In the 12 month period July 2010 to June 2011 there were 1786 planning applications determined, with performance in each category as follows -

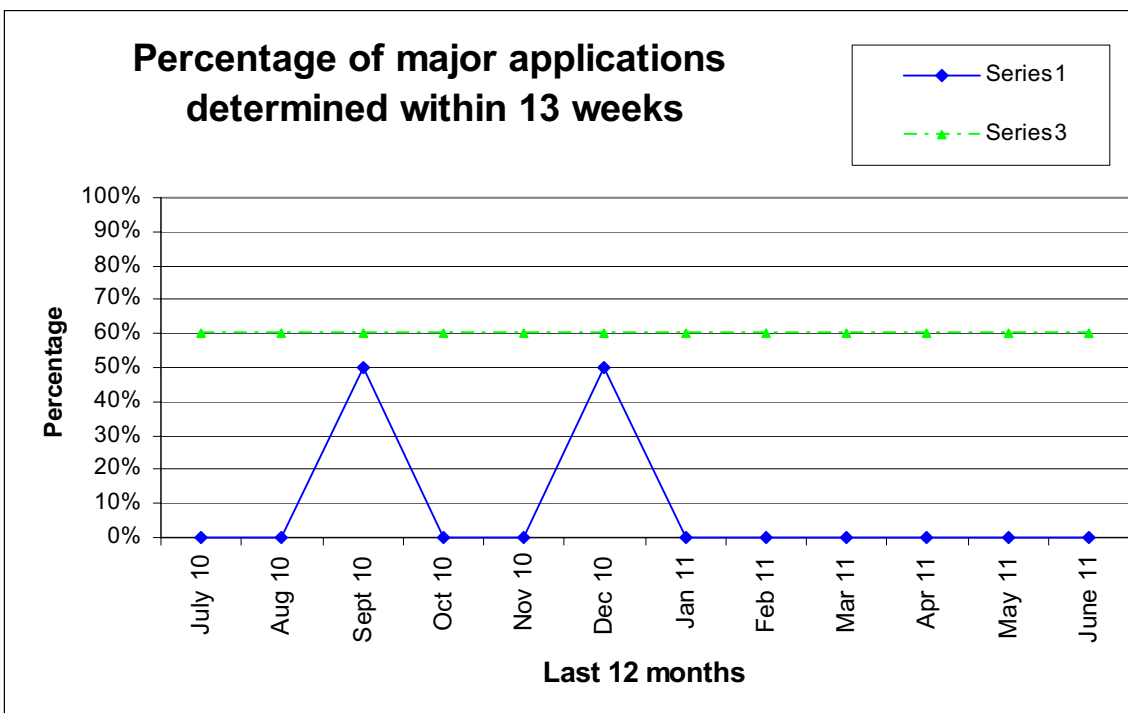
25% of major applications were determined within 13 weeks (2 out of 8)

76% of minor applications were determined within 8 weeks (299 out of 392 cases)

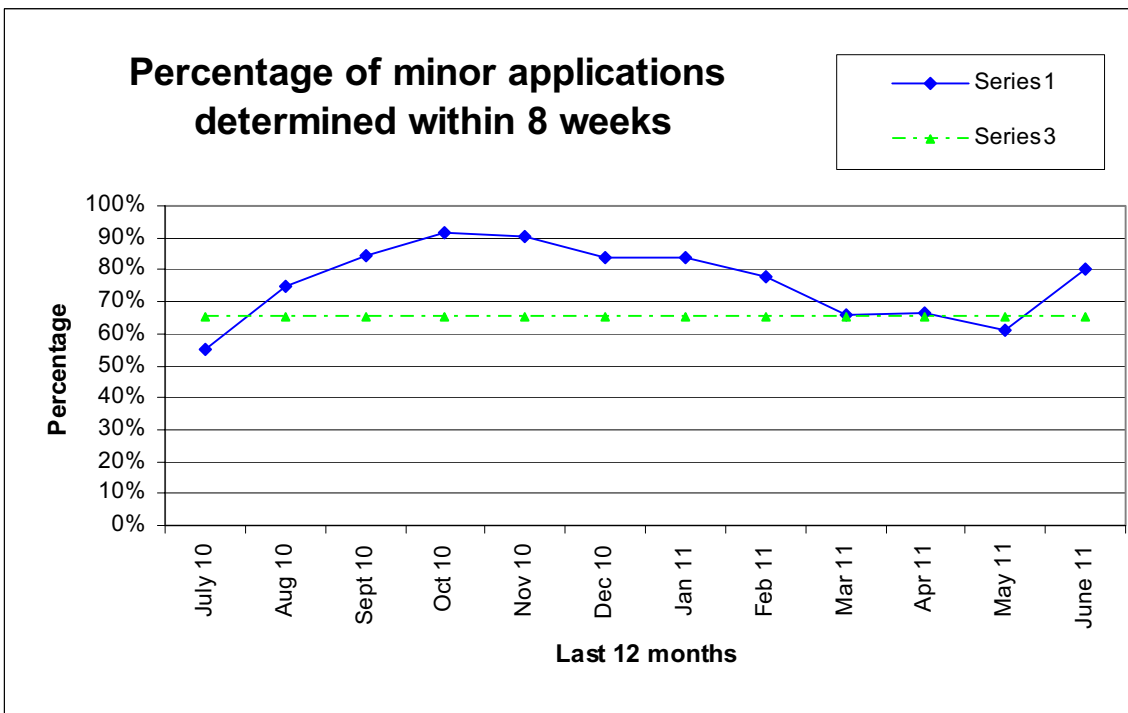
83% of other applications were determined within 8 weeks (1147 out of 1386 cases)

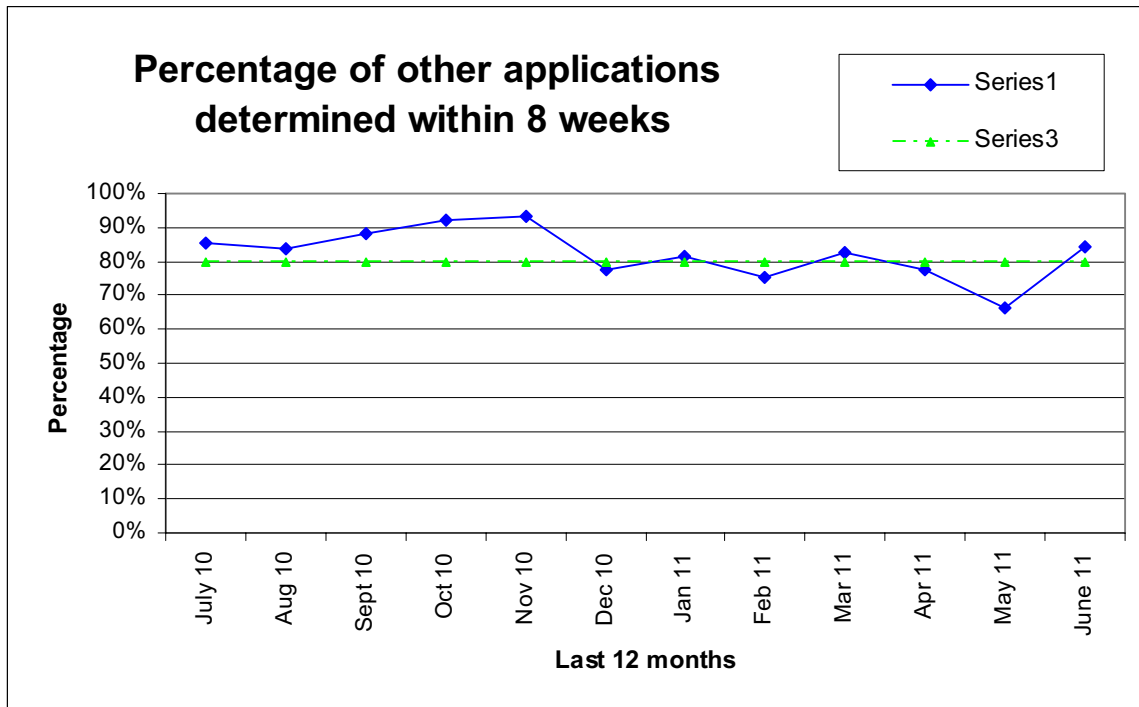
The 12 month performance for each category is shown in the following graphs:

**Major applications – last 12 months**



**Minor applications – last 12 months**



**Other applications – last 12 months****Background/Targets**

NI 157 (formerly BV 109) is one of the Department for Communities and Local Government (DCLG) National Indicators for 2011/12.

It sets the following targets for determining planning applications:

- a. 60% of major applications within 13 weeks
- b. 65% of minor applications within 8 weeks
- c. 80% of other applications within 8 weeks

Haringey has set its own targets for 2011/12 in relation to NI 157. These are set out in Planning & Regeneration (P&R) Business Plan 2010-13 and are to determine:

- a. 60% of major applications within 13 weeks
- b. 65% of minor applications within 8 weeks
- c. 80% of other applications within 8 weeks

## **Appendix I**

### **Explanation of categories**

The NI 157 indicator covers planning applications included in the DCLG PS1/2 statutory return.

It *excludes* the following types of applications - TPO's, Telecommunications, Reserve Matters and Observations.

The definition for each of the category of applications is as follows:

Major applications -

For dwellings, where the number of dwellings to be constructed is 10 or more  
For all other uses, where the floorspace to be built is 1,000 sq.m. or more, or where the site area is 1 hectare or more.

Minor application -

Where the development does not meet the requirement for a major application nor the definitions of Change of Use or Householder Development.

Other applications -

All other applications, *excluding* TPO's, Telecommunications, Reserve Matters and Observations.

DEVELOPMENT MANAGEMENT PERFORMANCE STATISTICS

**GRANTED / REFUSAL RATES FOR DECISIONS**

**June 2011 Performance**

In June 2011, excluding Certificate of Lawfulness applications, there were 125 applications determined of which:

72% were granted (90 out of 125)

28% were refused (35 out of 125)

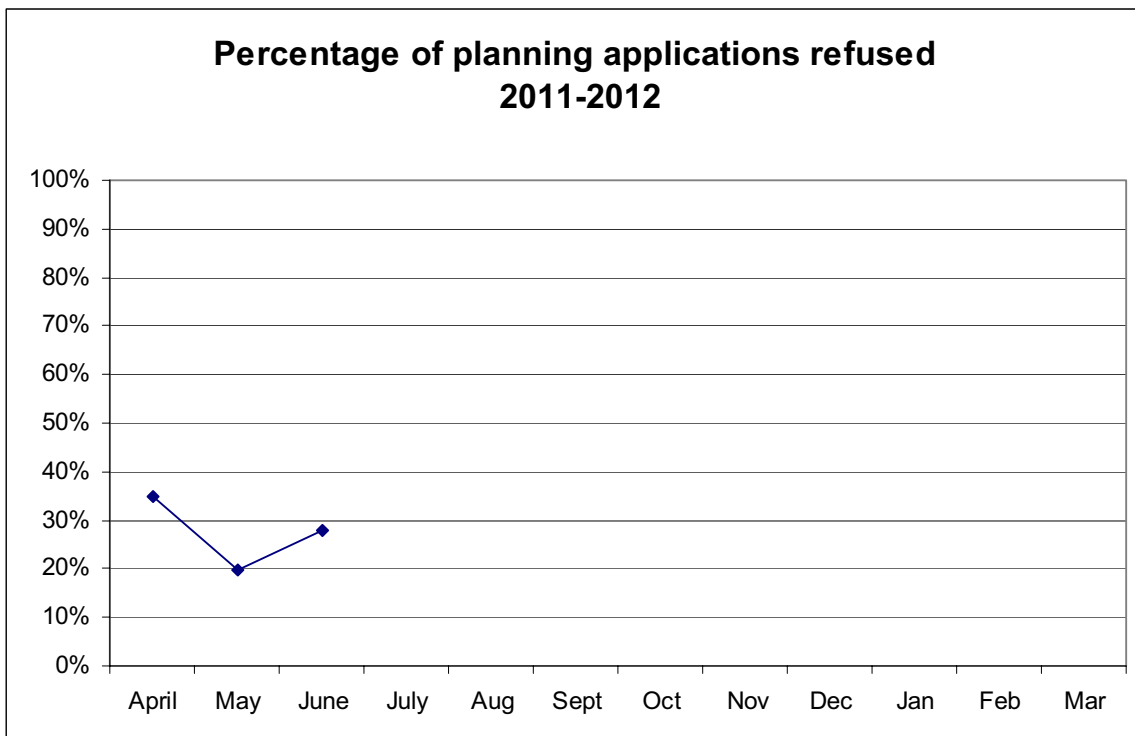
**Year Performance – 2011/12**

In the financial year 2010/11 up to the end of June, excluding Certificate of Lawfulness applications, there were 353 applications determined of which:

73% were granted (259 out of 353)

27% were refused (94 out of 353)

The monthly refusal rate is shown on the following graph:



DEVELOPMENT MANAGEMENT PERFORMANCE STATISTICS

**LOCAL INDICATOR (FORMERLY BV204) -  
APPEALS AGAINST REFUSAL OF PLANNING PERMISSION**

**June 2011 Performance**

In June 2011 there were 2 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

50% of appeals allowed on refusals (1 out of 2 cases)

50% of appeals dismissed on refusals (1 out of 2 cases)

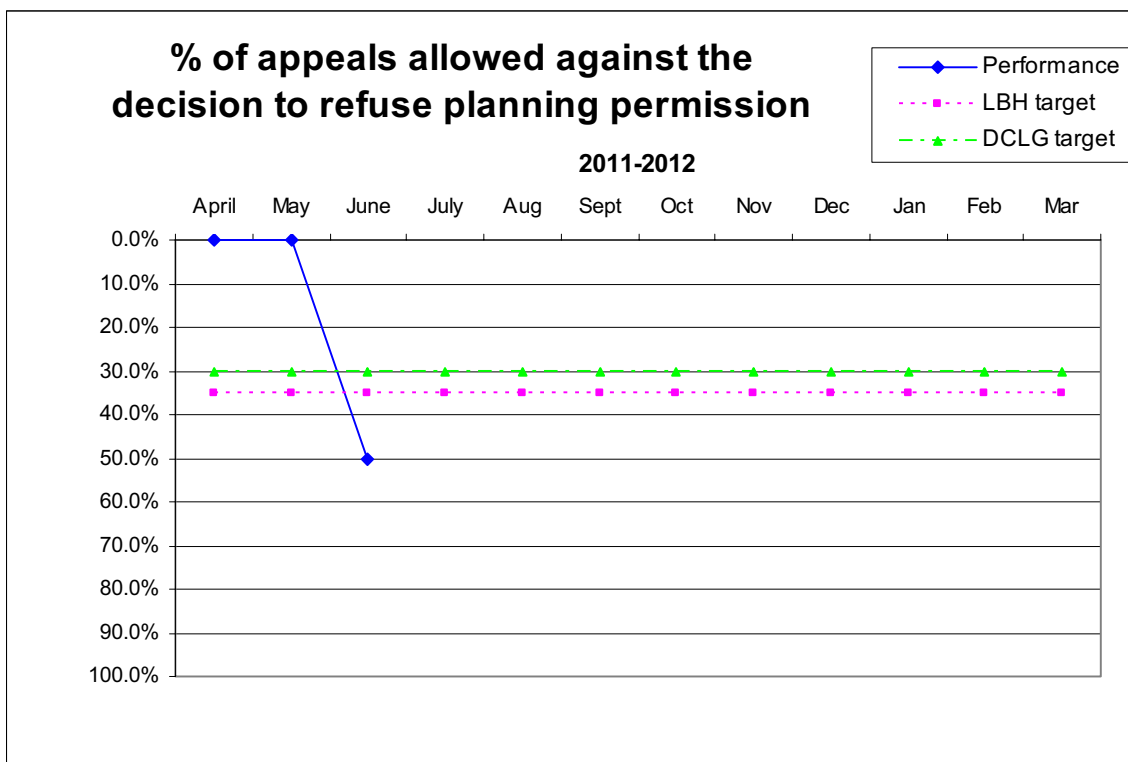
**Year Performance – 2010/11**

In the financial year 2011/12, up to the end of June, there were 12 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

8% of appeals allowed on refusals (1 out of 12 cases)

92% of appeals dismissed on refusals (11 out of 12 cases)

The monthly performance is shown in the following graph:





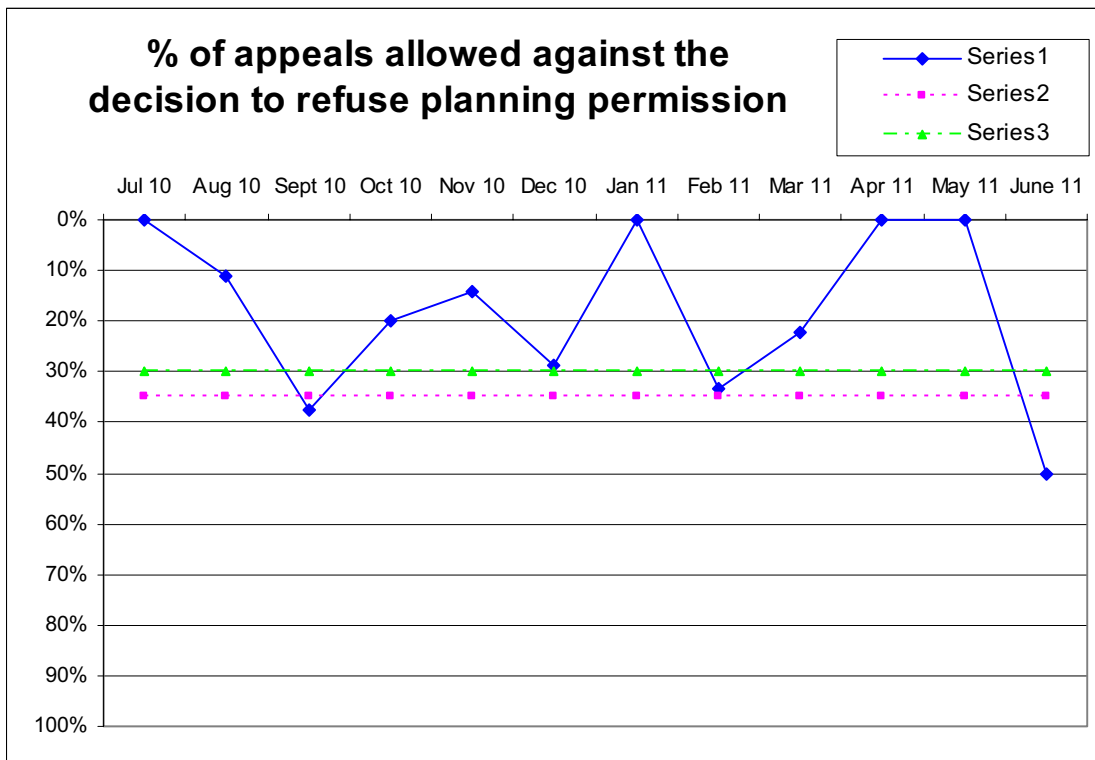
**Last 12 months performance – July 2010 to June 2011**

In the 12 month period July 2010 to June 2011 there were 81 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

21% of appeals allowed on refusals (17 out of 81 cases)

79% of appeals dismissed on refusals (64 out of 81 cases)

The monthly performance for this period is shown in the following graph:



**Background/Targets**

This is no longer included in DCLG's National Indicator set. However it has been retained as a local indicator.

It sets a target for the percentage of appeals allowed against the authority's decision to refuse planning permission.

The target that was set by DCLG in 2007/08 was 30%^

Haringey has set its own target for 2011/12 in relation to this local indicator. This is set out in P&R Business Plan 2010-13.

The target set by Haringey for 2011/12 is 35%

*(^ The lower the percentage of appeals allowed the better the performance)*

Planning Committee 12 September 2011

## DEVELOPMENT MANAGEMENT PERFORMANCE STATISTICS

### **NATIONAL INDICATOR NI 157 - DETERMINING PLANNING APPLICATIONS**

#### **July 2011 Performance**

In July 2011 there were 144 planning applications determined, with performance in each category as follows -

67% of major applications were determined within 13 weeks (2 out of 3 cases)

77% of minor applications were determined within 8 weeks (20 out of 26 cases)

72% of other applications were determined within 8 weeks (83 out of 115 cases)

For an explanation of the categories see Appendix I

#### **Year Performance – 2011/12**

In the financial year 2011/12, up to the end of July, there were 566 planning applications determined, with performance in each category as follows -

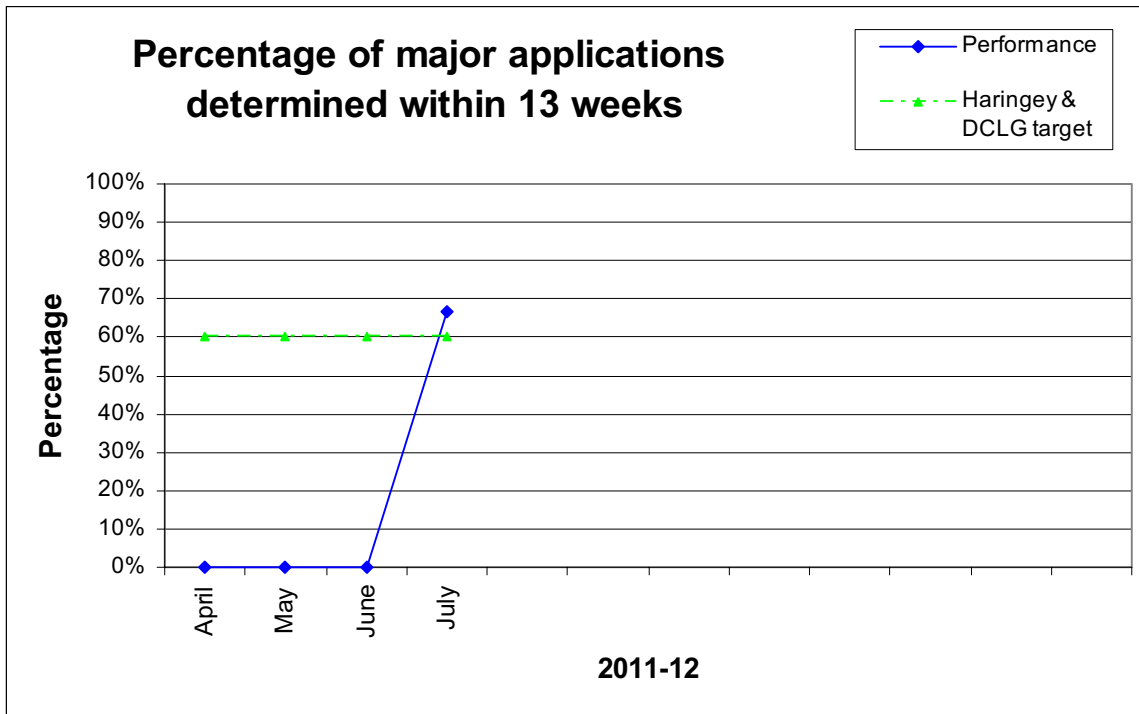
40% of major applications were determined within 13 weeks (2 out of 5)

72% of minor applications were determined within 8 weeks (89 out of 124 cases)

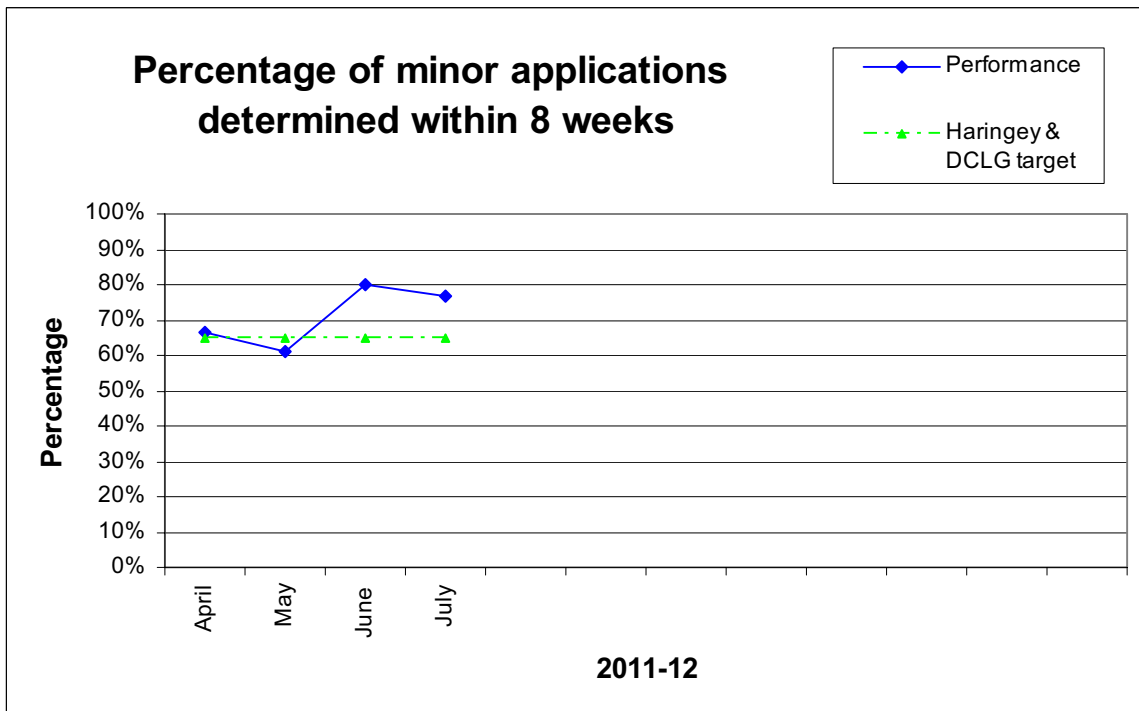
75% of other applications were determined within 8 weeks (326 out of 437 cases)

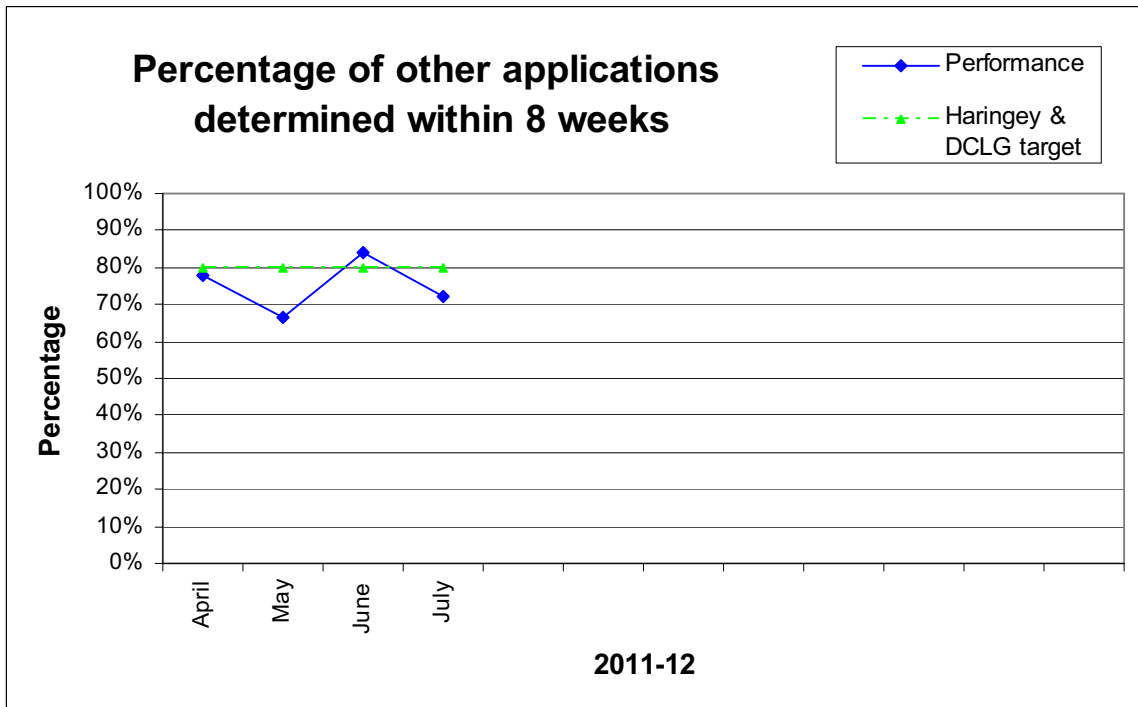
The monthly performance for each of the categories is shown in the following graphs:

**Major Applications 2011/12**



**Minor Applications 2011/12**



**Other applications 2011/12****Last 12 months performance – August 2010 to July 2011**

In the 12 month period August 2010 to July 2011 there were 1770 planning applications determined, with performance in each category as follows -

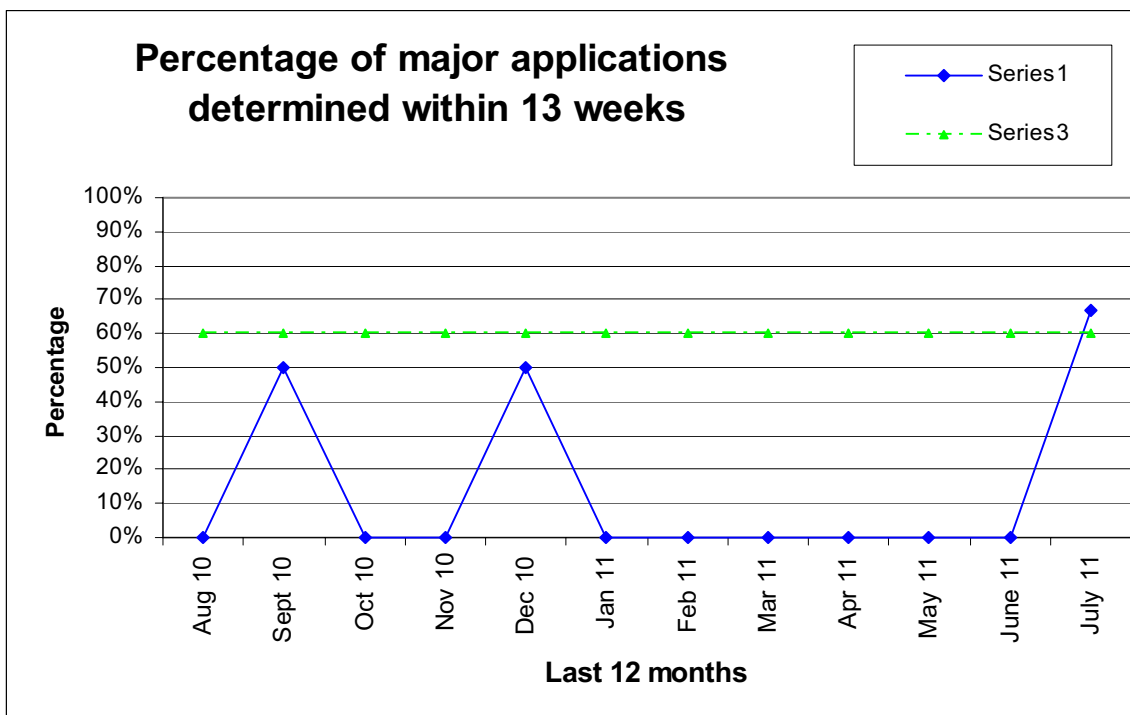
36% of major applications were determined within 13 weeks (4 out of 11)

78% of minor applications were determined within 8 weeks (298 out of 380 cases)

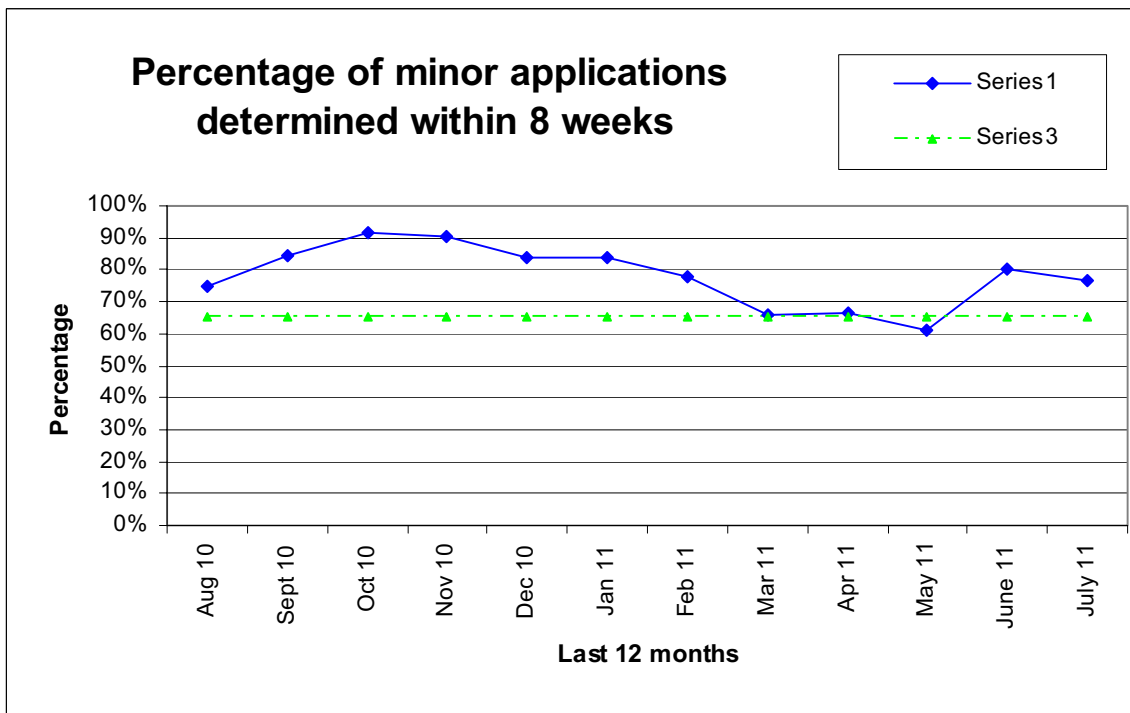
82% of other applications were determined within 8 weeks (1126 out of 1379 cases)

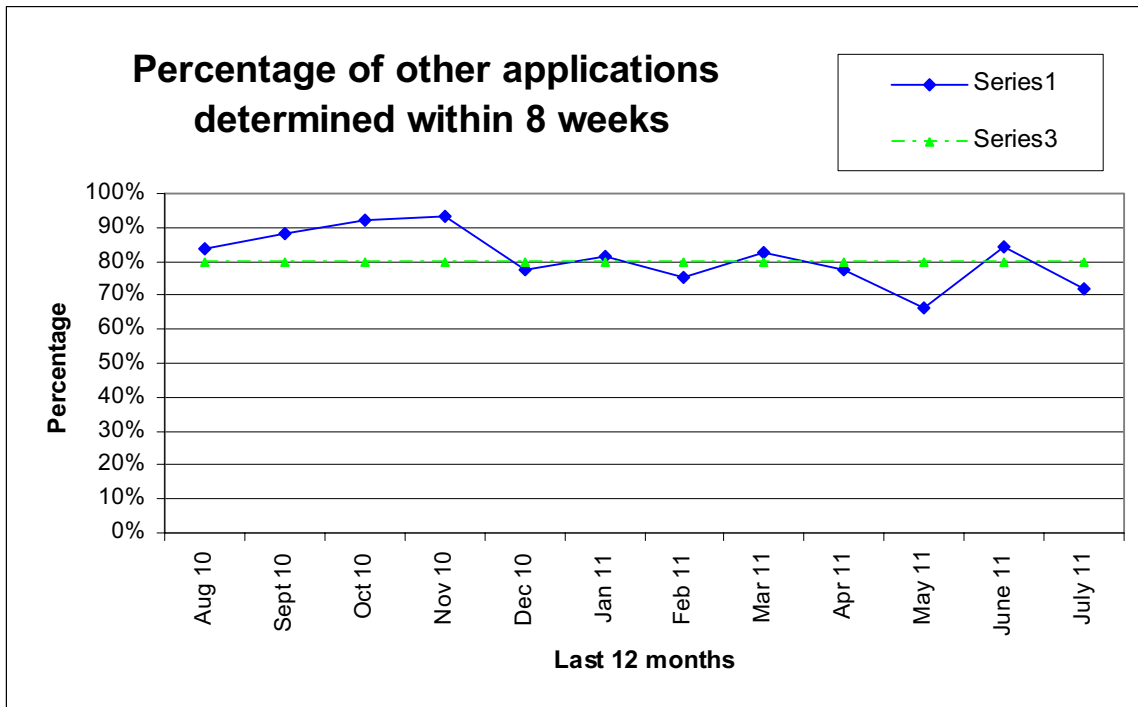
The 12 month performance for each category is shown in the following graphs:

**Major applications – last 12 months**



**Minor applications – last 12 months**



**Other applications – last 12 months****Background/Targets**

NI 157 (formerly BV 109) is one of the Department for Communities and Local Government (DCLG) National Indicators for 2011/12.

It sets the following targets for determining planning applications:

- a. 60% of major applications within 13 weeks
- b. 65% of minor applications within 8 weeks
- c. 80% of other applications within 8 weeks

Haringey has set its own targets for 2011/12 in relation to NI 157. These are set out in Planning & Regeneration (P&R) Business Plan 2010-13 and are to determine:

- a. 60% of major applications within 13 weeks
- b. 65% of minor applications within 8 weeks
- c. 80% of other applications within 8 weeks

## **Appendix I**

### **Explanation of categories**

The NI 157 indicator covers planning applications included in the DCLG PS1/2 statutory return.

It *excludes* the following types of applications - TPO's, Telecommunications, Reserve Matters and Observations.

The definition for each of the category of applications is as follows:

Major applications -

For dwellings, where the number of dwellings to be constructed is 10 or more  
For all other uses, where the floorspace to be built is 1,000 sq.m. or more, or where the site area is 1 hectare or more.

Minor application -

Where the development does not meet the requirement for a major application nor the definitions of Change of Use or Householder Development.

Other applications -

All other applications, *excluding* TPO's, Telecommunications, Reserve Matters and Observations.



DEVELOPMENT MANAGEMENT PERFORMANCE STATISTICS

**GRANTED / REFUSAL RATES FOR DECISIONS**

**July 2011 Performance**

In July 2011, excluding Certificate of Lawfulness applications, there were 120 applications determined of which:

66% were granted (79 out of 120)

34% were refused (41 out of 120)

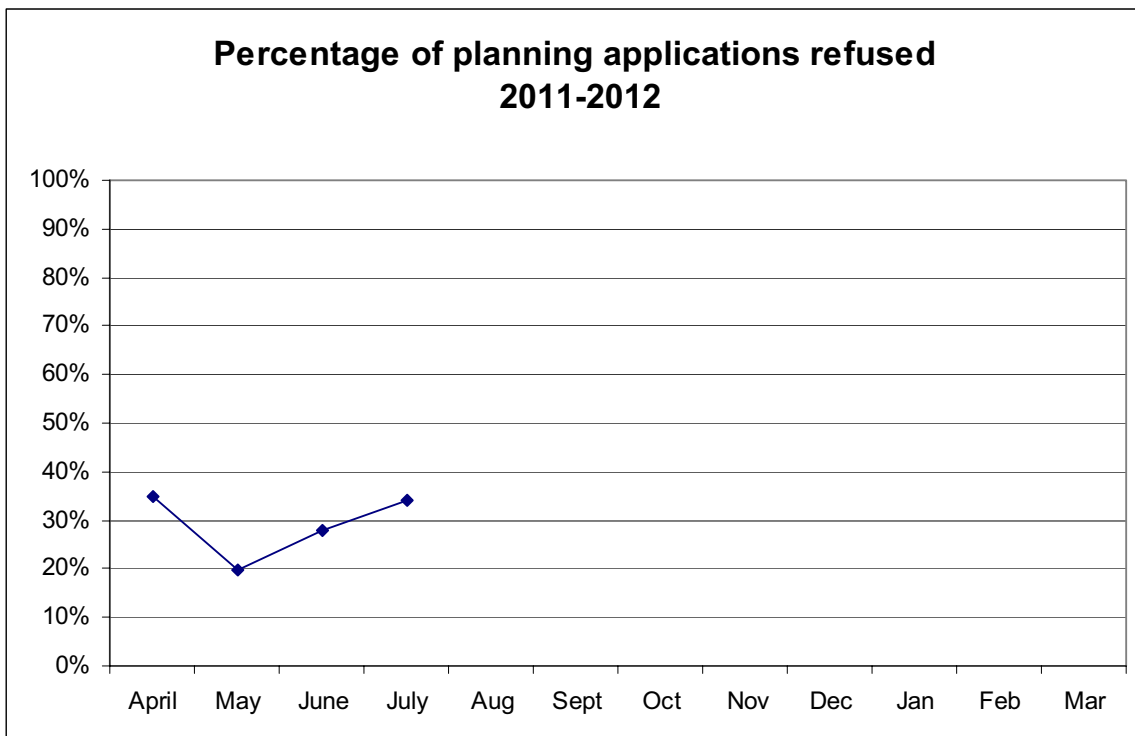
**Year Performance – 2011/12**

In the financial year 2010/11 up to the end of July, excluding Certificate of Lawfulness applications, there were 473 applications determined of which:

71% were granted (338 out of 473)

29% were refused (135 out of 473)

The monthly refusal rate is shown on the following graph:



DEVELOPMENT MANAGEMENT PERFORMANCE STATISTICS

**LOCAL INDICATOR (FORMERLY BV204) -  
APPEALS AGAINST REFUSAL OF PLANNING PERMISSION**

**July 2011 Performance**

In July 2011 there was 1 planning appeal determined against Haringey's decision to refuse planning permission, with performance being as follows -

0% of appeals allowed on refusals (0 out of 1 case)

100% of appeals dismissed on refusals (1 out of 1 case)

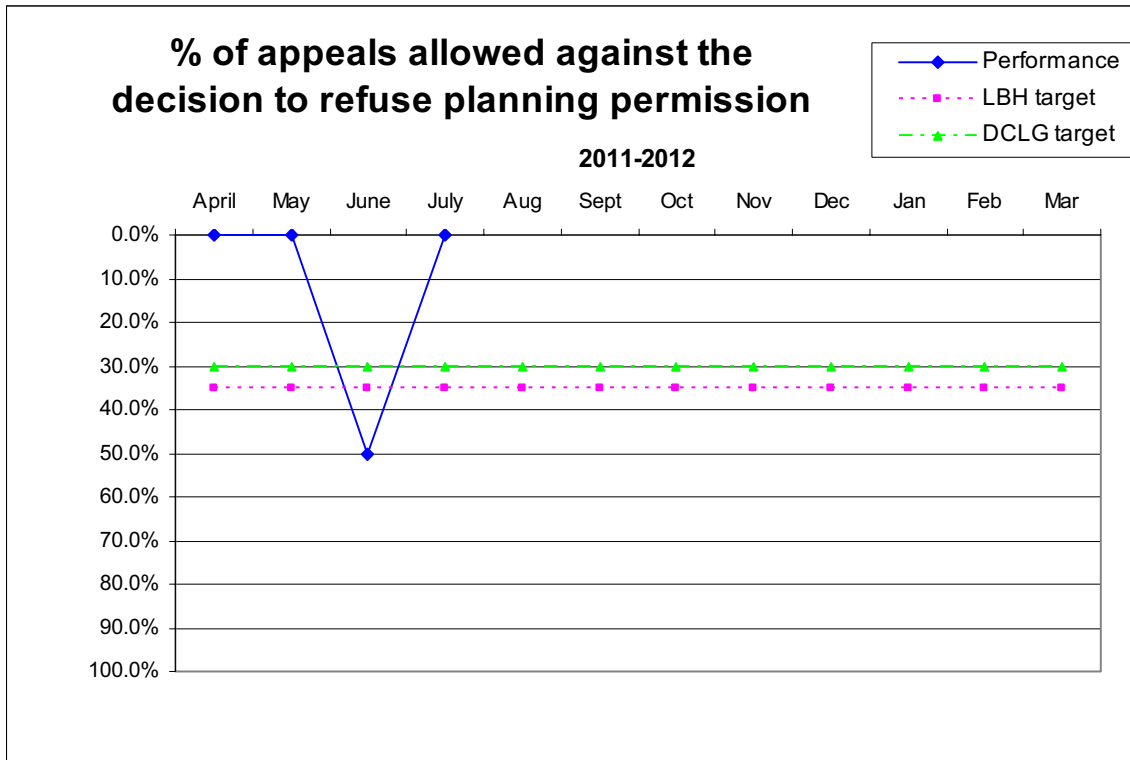
**Year Performance – 2010/11**

In the financial year 2011/12, up to the end of July, there were 13 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

8% of appeals allowed on refusals (1 out of 13 cases)

92% of appeals dismissed on refusals (12 out of 13 cases)

The monthly performance is shown in the following graph:



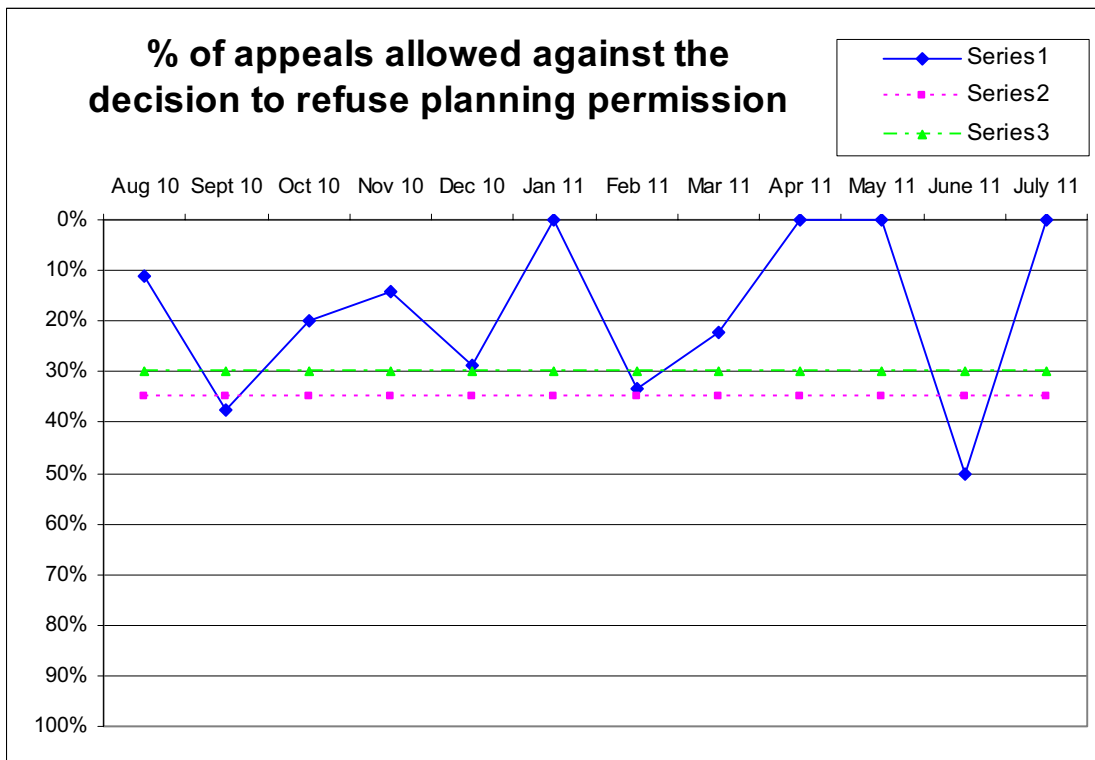
**Last 12 months performance – August 2010 to July 2011**

In the 12 month period August 2010 to July 2011 there were 82 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

21% of appeals allowed on refusals (17 out of 82 cases)

79% of appeals dismissed on refusals (65 out of 82 cases)

The monthly performance for this period is shown in the following graph:



**Background/Targets**

This is no longer included in DCLG's National Indicator set. However it has been retained as a local indicator.

It sets a target for the percentage of appeals allowed against the authority's decision to refuse planning permission.

The target that was set by DCLG in 2007/08 was 30%^

Haringey has set its own target for 2011/12 in relation to this local indicator. This is set out in P&R Business Plan 2010-13.

The target set by Haringey for 2011/12 is 35%

*(^ The lower the percentage of appeals allowed the better the performance)*

Planning Committee 12 September 2011

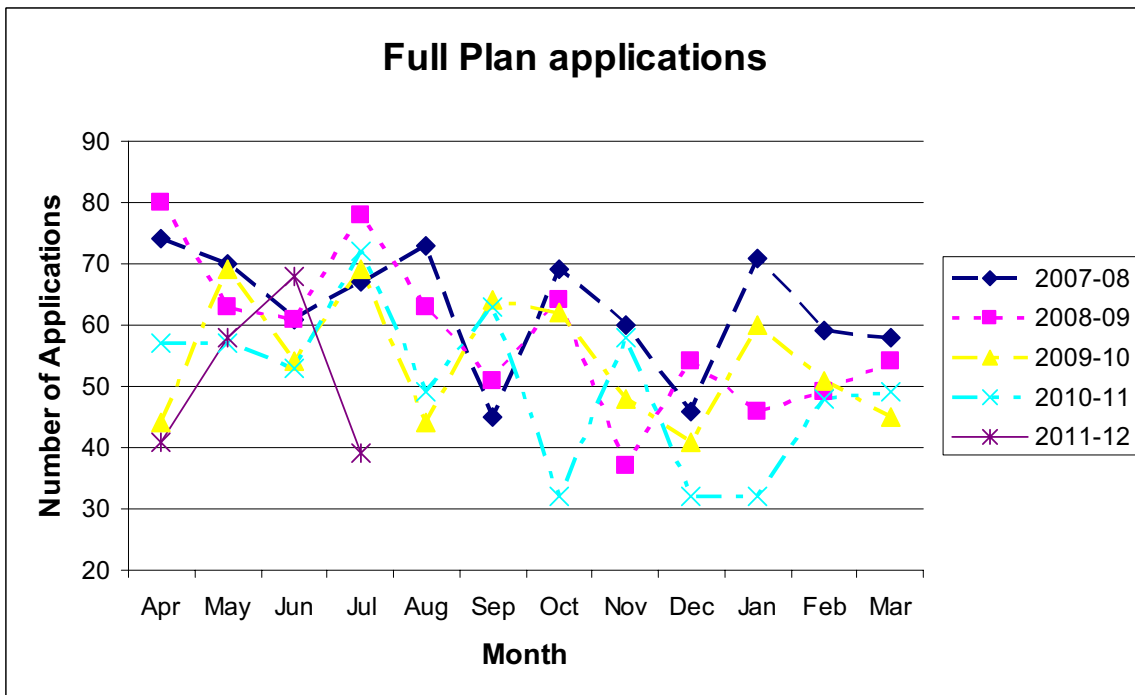
## Building Control Performance Statistics

### June & July 2011 Performance

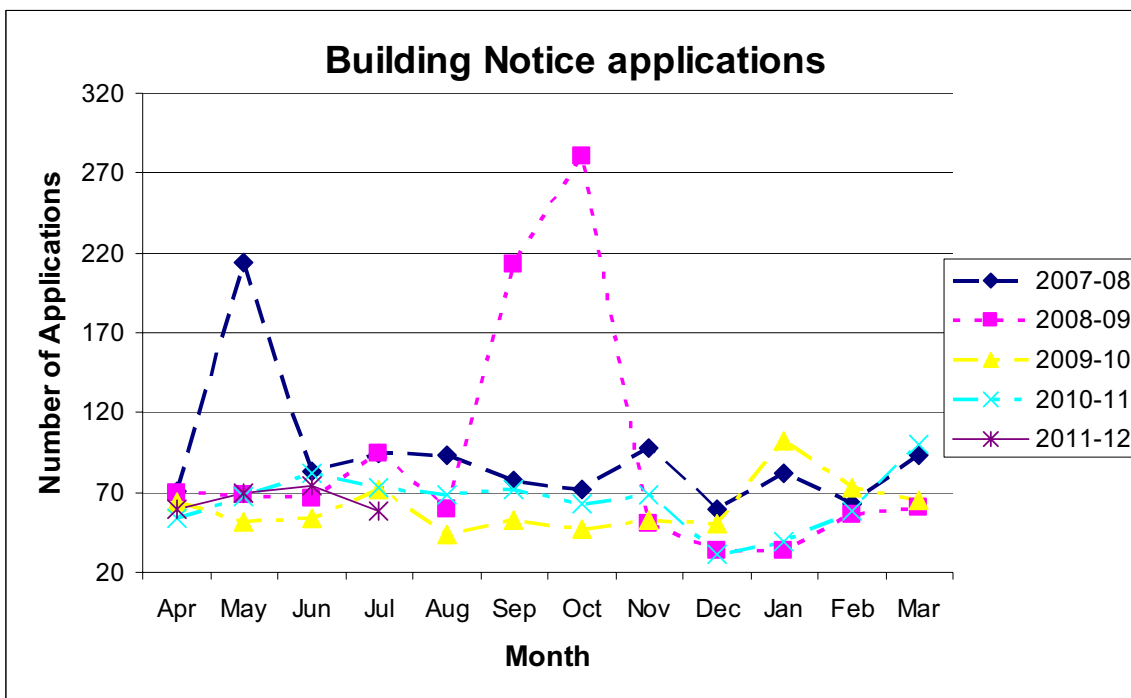
In June and July 2011 Building Control received 368 applications which were broken down as follows:-

- 107 Full Plans applications;
- 132 Building Notice applications;
- 123 Initial Notices and
- 6 Regularisation applications.

The trend for the number of Full Plan applications received in 2011-12 and for the previous four years is shown on the following graph:



The trend for the number of Building Notice applications received in 2011-12 and for the previous four years is shown on the following graph:

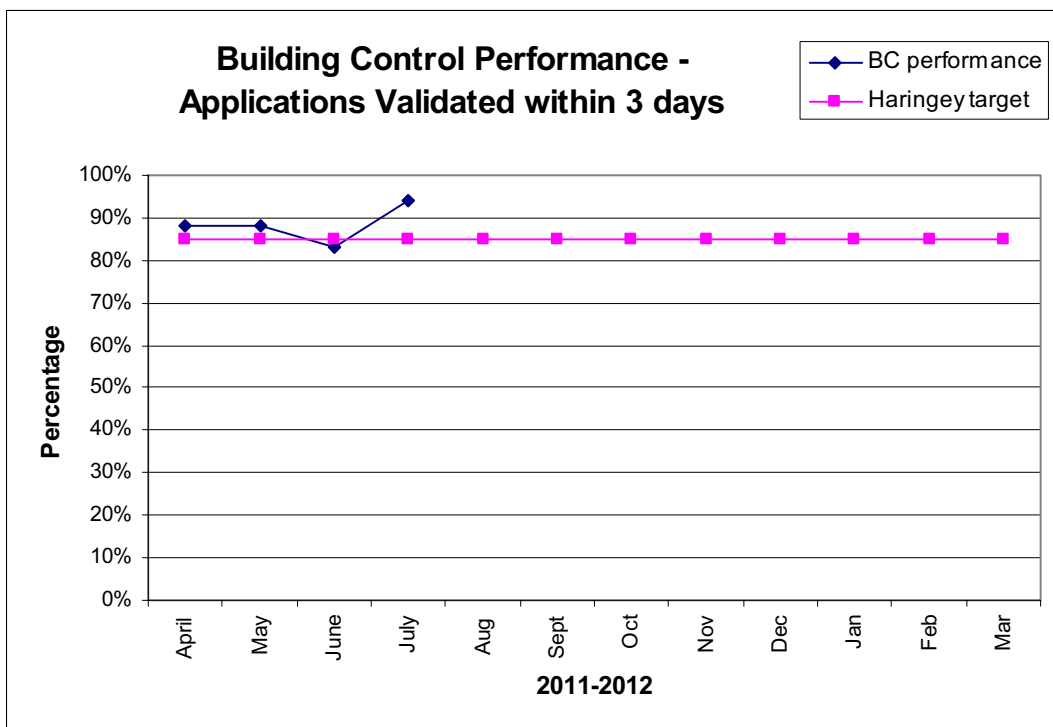


Performance on applications received in June & July was as follows:

June: 83% of applications were validated within 3 days (against a target of 85%)

July: 94% of applications were validated within 3 days (against a target of 85%)

The monthly performance is shown in the following graph:

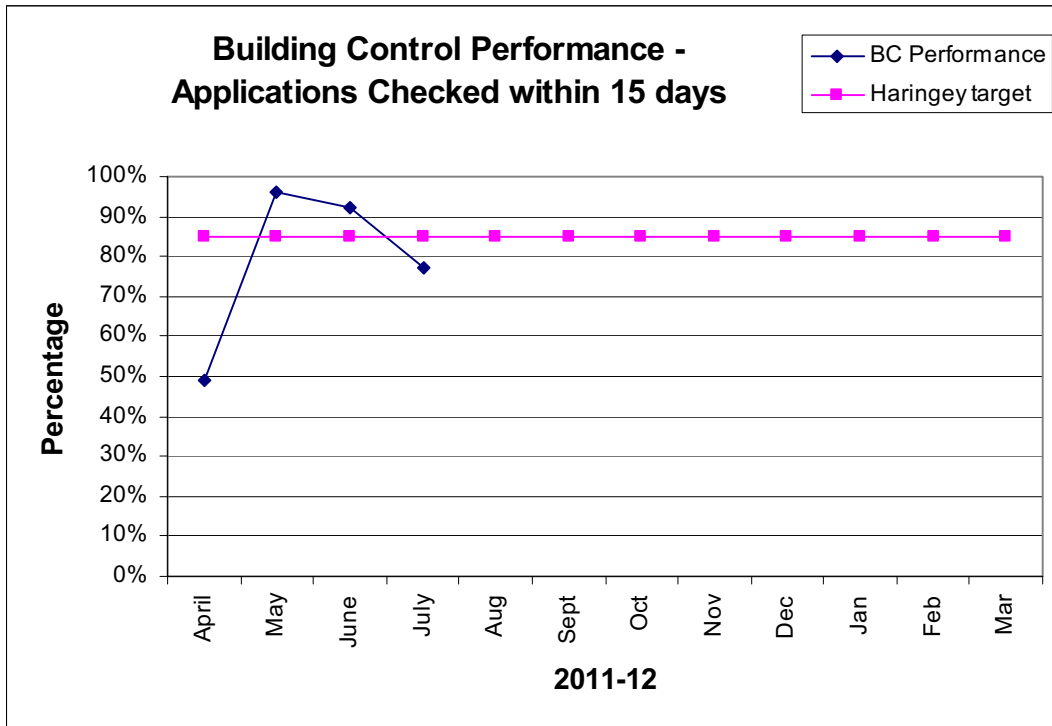


In terms of applications which were vetted and responded to, performance in June & July was as follows:

June: 92% were fully checked within 15 days (against a target of 85%)

July: 77% were fully checked within 15 days (against a target of 85%)

The monthly performance is shown in the following graph:



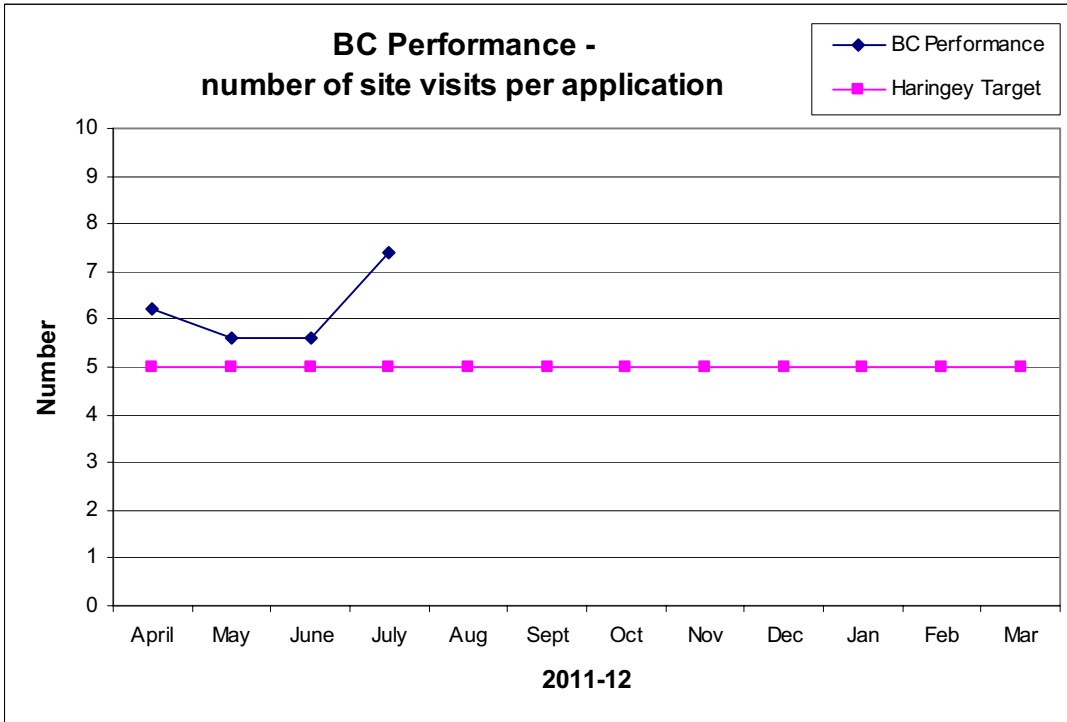
Within the same period, Building Control also received:

Notification of 31 Dangerous Structures – 100% of which were inspected within the target of 2 hours of receiving notification, and

33 Contraventions - 100% of which were inspected within the target of 3 days of receiving notification.

Also in June & July 2011, there were 155 commencements and 1555 site inspections were undertaken to ensure compliance with the Regulations.

In terms of site inspections, in June & July 2011 the average number of site visits per application was 5.6 & 7.4 (against a target of 5). The monthly figures are shown in the following graph:



For an explanation of the categories see Appendix A



Appendix A

Explanation of categories

|                              |  |
|------------------------------|--|
| Full Plans applications –    | Applications for all types of work, where the applicant submits fully annotated drawings and details that are required to be fully checked by Building Control. When these are checked in the majority of cases a letter is sent to the applicant or their agents requesting clarification and/or changes to be made to the application in order to achieve compliance;  |
| Building Notice -            | Applications for residential work only, where the applicant only has to submit the Notice and basic details, most of the compliance checks are carried out through site inspections;   |
| Regularisation application - | Where works are carried out without an application having been made the owner may be prosecuted. However to facilitate people who wish to have work approved, in 1999 Building Control introduced a new process called Regularisation. A regularisation application is a retrospective application relating to previously unauthorised works i.e. works carried out without Building Regulations consent, started on or after the 11 November 1985. The purpose of the process is to regularise the unauthorised works and obtain a certificate of regularisation. Depending on the circumstances, exposure, removal and/or rectification of works may be necessary to establish compliance with the Building Regulations; |
| Validation -                 | All applications that are received have to be validated to ensure that the application is complete and ready to be formally checked;   |
| Site Inspections -           | Inspections carried out by Building Control to ensure compliance with the Building Regulations and/or in the case of Dangerous Structures, inspections in order to determine the condition of the structure being reported as dangerous.   |

Dangerous Structures -

Building Control are responsible for checking all notified dangerous structures on behalf of the Council within 2 hours of notification, 24 hours a day 365 days a year;

Contraventions -

Contraventions are reports of works being carried out where no current Building Control application exists.

**PLANNING COMMITTEE STATS FOR COMMITTEE MEETING**

**June 2011**

**S.330 – REQUESTS FOR INFORMATION SERVED**

None

**ENFORCEMENT NOTICES SERVED (S188)**

1. 113 Bruce Grove N17- works to a Listed Building
2. 50 West Beech Road N17-change of use to 2 flats
3. 69 Roseberry Gardens N4- change of use to HMO
4. 56 Roseberry Gardens N4- erection of 3 satellite dishes
5. 65 Roseberry Gardens N4- change of use to 2 flats
6. rear of 636 Green Lanes N8-change of use to 5 flats
7. 8 Alroy Road N4- change of use to HMO
8. 5 Mattison Road- change of use of 1<sup>st</sup> floor to 4 flats
9. 316 Philip Lane N15- Change of use to 8 self-contained flats
10. 34 Sutherland Road N17- change of use to 8 flats
11. 13 Bounds Green Road N22- use of outbuilding as a self-contained flat
12. 106 Allison Road N8- use of outbuilding as self-contained flat
13. 5 Hatherley Road N8- erection of satellite dishes
14. 14 Farifield Road N8- erection of satellite dishes
15. 18 Topsfield Parade N8- erection of satellite dishes
16. 20 Topsfield Parade N8- erection of satellite dishes
17. 102 Warham Road N4- change of use to HMO
18. 5 Alfoxton Avenue N8- change of use to social club
19. 74 Crowland Road N15-change of use to 4 flats
20. 18 Ashmount Road N15-change of use to 3 flats
21. 52 Bruce Grove N17- change of use to 7 flats
22. 36 Avenue Road N15- changes to allow roof terrace
23. 171 Harringay Gardens n15- change of use to 8 flats
24. 36 Malvern Road N15- change of use to 2 flats
25. 123 Gladesmore Road- extensions
26. 21 Norfolk avenue n15- rear extension

**BREACH OF CONDITION NOTICE SERVED**

None

**TEMPORARY STOP NOTICES SERVED**

None

**PLANNING CONTRAVENTION NOTICES SERVED**

1. 9 Osier Crescent N10
2. 498 Archway Road N6
3. 111 Wightman Road N4
4. 6 & 7 Wordsworth Parade N8
5. 144 – 146 Falkland Road N8
6. 677 Queens Head, Green Lanes N8
7. Flat B, 2 Woollaston Road N4
8. 12 Willoughby Road N8
9. 333 Green Lanes N4
10. 8 Wordsworth Parade N8
11. 33 Umfreville Road N4
12. 2 Cranleigh Road N15
13. 53 Myddleton Road N22
14. 111a Frobisher Road N8
15. 11 Wordsworth Parade N8
16. 229 Hermitage Road N4
17. 6 – 50 and 80 Beaconsfield Road
18. 513 – 525 High Road N17

19. 509 – 511 High Road N17
20. 135 Perth Road N22
21. 143 Perth Road N22
22. 149 Perth Road N22

**SECTION 215 (Untidy Site) NOTICE SERVED**

None

**PROSECUTIONS SENT TO LEGAL**

None

**APPEAL DECISIONS**

69 Effingham Road N8- change of use to 2 self-contained flats- Appeal Dismissed

**PROSECUTION OUTCOMES**

None

**CAUTIONS**

None

**PLANNING COMMITTEE STATS FOR COMMITTEE MEETING**  
**July 2011**

**S.330 – REQUESTS FOR INFORMATION SERVED**

None

**ENFORCEMENT NOTICES SERVED (S188)**

1. 1 Meads Road N22- erection of roof terrace
2. 91 Mount Pleasant Road N17 - change of use to HMO
3. 16 Langham Road N15
4. 20 Trulock Road N17
5. 2 Kings Road N17- works to a Listed Building
6. 108 Cranley Gardens N10 – roof terrace
7. 229 Hermitage Road N4- change of use from 2 to 4 flats
8. 12 Willoughby Road N8- erection fo outbuilding and change of use 2 to 6 flats

**BREACH OF CONDITION NOTICE SERVED**

None

**TEMPORARY STOP NOTICES SERVED**

None

**PLANNING CONTRAVENTION NOTICES SERVED**

1. 13 Moselle Avenue N22

**SECTION 215 (Untidy Site) NOTICE SERVED**

None

**PROSECUTIONS SENT TO LEGAL**

1. 22 Black Boy Lane N15- Change of sue to 8 flats
2. 75 Hermitage Road N4- Change of sue to 6 flats
3. 89 Burgoyne Road N4- change of sue to 5 flats-re-prosecution
4. 23 Hewitt Road N4- change of sue to 4 flats- re-prosecution
5. 13 Bounds Green Road N22- conversion into 5 flats
6. 13 Whitley Road N17- creation of 5<sup>th</sup> flat and erection of rear dormer
7. 38 Thackeray road N17- creation of 3<sup>rd</sup> flat and erection of rear dormer
8. 216 West Green Road N15- change of sue to 3 flats
9. 22 Cumberton Road N17 – breach of article 4 policy
10. 25 Cumberton Road N17- breach of article 4 policy

**APPEAL DECISIONS**

12 Kimberly Gardens N4 – change of use to 2 flats. Dismissed

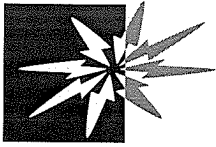
**PROSECUTION OUTCOMES**

None

**CAUTIONS**

None

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Haringey Council

Agenda item:

[ ]

Planning Sub-Committee

On 12<sup>th</sup> September 2011

Report Title: Planning Enforcement Update

Report of: Lyn Garner Director of Place &amp; Sustainability

Signed :

Contact Officer : Marc Dorfman, Assistant Director, Planning, Regeneration &amp; Economy Telephone 020 8489 5538

Wards(s) affected: All

Report for: Non-Key Decision

**1. Purpose of the report**

- 1.1. To inform Members on Planning Enforcement's progress in maintaining service delivery 2011/12.

**2. State link(s) with Council Plan Priorities and actions and /or other Strategies:**

- 2.1. Enforcement of planning control plays a role in delivering policy objectives of the Council's Unitary Development Plan and the future Local Development Framework.
- 2.2. The Council's Enforcement Strategy has an explicit objective to prevent unauthorised use and non permitted development and seek to reverse this when it occurs taking formal enforcement action when expedient to do so.

**3. Recommendation**

- 3.1. That member's note the first quarter performance for 2012/12, April-June 2011 inclusive.

**4. Reason for recommendation**

4.1. Good progress continues with maintaining the number of open cases at a manageable level, which were 310 at 1<sup>st</sup> July 2011. This quarter has seen a high degree of formal enforcement activity with 36 Enforcement Notices served.

**5. Other options considered**

5.1. Not applicable

**6. Summary**

6.1. This report advises members on service performance for the first quarter of 2011/12 and the management within Development Management within Planning and Regeneration from 16 May 2011.

**7. Chief Financial Officer Comments**

7.1 No comments received

**8. Head of Legal Services Comments**

8.1 No comments received

**9. Equalities & Community Cohesion Comments**

9.1 There are no equalities, and community cohesion issues raised by this report as it updates members on Planning Enforcement's performance April-June 2011 inclusive.



## **10. Consultation**

10.1 The report identifies steps to consult service users.

## **11. Service Financial Comments**

11.1 The service will continue to ensure that Planning Enforcement remains within budget. The Team Currently has three Planning Officers and a Team Leader. Increase in the number of enforcement cases in the last quarter has been in part due to the reduction in staff numbers but also the undertaking of formal enforcement action for a large number of cases.

## **12. Use of appendices /Tables and photographs**

Appendix 1 - The number of open cases by the year received

Appendix 2 – 2010/11 Performance indicators

Appendix 3 - 2010/11 Outcomes of Planning Enforcement Closed Cases

Appendix 4 – Table showing planning enforcement prosecution & caution outcomes

## **13. Local Government (Access to Information) Act 1985**

13.1 Case files held by the Team Leader for Planning Enforcement

## **14. Planning Enforcement Performance**

14.1 Appendix 1 provides a table showing cases still open by the year the case was opened. Our current caseload is 241. These include 168 cases received in 2010/11 which remain open. 65 cases received from before April 2010 remain open. Eight cases opened before 2007 remain open and non compliant. All of these cases are at an advanced stage and actions against these are ongoing. The overall caseload compares favourable with the end of 2009-2010 when the overall caseload was 301. The number of cases one or more years old at approximately 25% of the overall live caseload is encouraging especially given the loss of 1.5 members of staff and the increased overall workload for existing staff.

14.2 Appendix 2 reports on Planning Enforcement's performance indicators. Performance remains broadly consistent across the suite of indicators. There has been a slight decline in the proportion of cases resolved within 8 week and 6 month. However this is largely explained by the resolution of a significant number of older cases which lies outside of the 6 month bracket.

- 14.4 Customer feedback response remained very low and did not provide any real insight into general perception by service users. The Enforcement Response Service Manager had contacted a random sample of clients whose cases have been closed. Responses still remain too low to provide a representative sample.
- 14.5 Appendix 3 is a table of closed cases 2010/11 by outcomes. Of the cases closed 54% was due to no breach, or those allowed under permitted development rights. Of the cases closed, 7% was due to immunity from enforcement action. In 19% of the cases closed, it was considered that enforcement action was not expedient and 20% were closed as a result of compliance, remediation or regularisation of the development including formal enforcement action.
- 14.6 Appendix 4 is a table of planning enforcement prosecution and caution outcomes. As the table shows good process through prosecution cases has been made. During 2010-11 the total fines accrued for convictions was £36,900 and the total costs awarded to the Council was £16,415,50. Costs recovered by the Council when defendants accepted simple cautions was £8784.63.

**Other matters**

- 14.7. During the 2009-2010 Development Management undertook a process of revoking Established Use Certificates at several properties where it was found that the evidence submitted which led to their issue was false. Enforcement Action was taken in the autumn of 2010 and the following progress has been made:
- 10 Hampden Lane N17 Prosecuted and convicted. Notice now complied with
  - 69 Roseberry Gardens Enforcement Appeal withdrawn. Notice complied with
  - 13 Harringay Gardens Enforcement Appeal withdrawn. Notice now in breach
  - 82 Warham Road Enforcement Appeal allowed. Case closed
  - 49 Warham Road Enforcement Appeal ongoing
- 14.8 It is worth noting that the decision to revoke has been upheld on all of the above. 82 Warham Road was allowed due to material planning considerations outweighing development plan policy. The grounds of challenge which if successful would undermine the decision to revoke the Certificates has been upheld on each appeal or the appeal has been withdrawn. The Planning Inspectorate was awarded costs against the appellant

**Appendix 1 – Table demonstrating Planning Enforcement Caseload**

| <b>Year</b>                      | <b>No. cases opened for investigation</b> | <b>No. of cases remaining open</b> |
|----------------------------------|---|------------------------------------|
| 2001/2002                        | 401                                       | 0                                  |
| 2002/2003                        | 782                                       | 0                                  |
| 2003/2004                        | 881                                       | 0                                  |
| <b>sub total 2001/2 - 2003/4</b> | <b>2064</b>                               | <b>0</b>                           |
| 2004/2005                        | 898                                       | 1                                  |
| 2005/2006                        | 939                                       | 5                                  |
| 2006/2007                        | 686                                       | 2                                  |
| <b>sub total 2004/5- 2006/7</b>  | <b>2523</b>                               | <b>8*</b>                          |
| 2007/2008                        | 914                                       | 7                                  |
| 2008/2009                        | 1052                                      | 23                                 |
| <b>sub total 2007/8 - 2008/9</b> | <b>1966</b>                               | <b>30</b>                          |
| 2009-2010                        | 878                                       | 35                                 |
| 2010-2011 (up to 1.7.11)         | 187                                       | 168                                |
| <b>Total for all years</b>       |   | <b>310</b>                         |

**\*Of the 8 open cases pre 2007**

- 1 warrant case
- 3 convictions secured for re-prosecution (bundles submitted to Legal Services)
- 1 cases referred to Crown Court for confiscation proceeding under Proceedings Of Crime Act (POCA) (2 further cases to referred) 3 convicted- appeal against the sentence to be herd December 2010
- 1 owner bankrupt- compliance works anticipated.
- 1 appeal against re-issued Enforcement Notice

**Appendix 2 Table indicating Performance indicators for Planning Enforcement 2010/11**

| Table of performance indicators |  |                                      |  |
|---------------------------------|--|--------------------------------------|--|
| Performance Indicator Number    | Performance Indicator description                                    | Performance Indicator target         | Performance Output April June 2011                         |
| ENF PLAN 1                      | Successful resolution of a case after 8 weeks                        | 40%                                  | 48 out of 124<br>39%                                       |
| ENF PLAN 3                      | Customer satisfaction with the service received                      | To be determined                     | 10% of closed cases to be contacted by the service manager |
| ENF PLAN 4                      | Cases closed within target time of 6 months                          | 80%                                  | 91 out of 124<br>73%                                       |
| ENF PLAN 5                      | Cases acknowledged within 3 working days                             | 90%                                  | 156 out of 173<br>90%                                      |
| ENF PLAN 6                      | Planning Enforcement Initial site inspections 3, 10, 15 working days | 90%                                  | 151 out of 158 96%   |
| Performance Indicator Number    | Performance Indicator description                                    | Performance output April – June 2011 |  |
| ENF PLAN 7                      | Number of Planning Contravention Notices served                      | 33                                   |  |
| ENF PLAN 8                      | Number of Enforcement Notices Served                                 | 43                                   |  |
| ENF PLAN 9                      | Number of enforcement notices appealed                               | 5                                    |  |
| ENF PLAN 10                     | Number of enforcement notices withdrawn by Council                   | 1                                    |  |
| ENF PLAN 10a                    | Number of Enforcement Appeals Allowed                                | 0                                    |  |
| ENF PLAN 10b                    | Number of Withdrawn Appeals  | 0                                    |  |
| ENF PLAN 11                     | Number of prosecutions for non-compliance with enforcement notice    | 3                                    |  |
| ENF PLAN 12                     | Number of Notices (Other) served                                     | 1                                    |  |

**Appendix 3 – Table showing Outcomes of Planning Enforcement Closed Cases April-June 11**

| Closure reason                            | Output 2010/11 |
|---|----------------|
| No breach/Permitted Development           | 71 (56%)       |
| Not expedient                             | 22 (17%)       |
| Compliance/<br>Remediation/Regularisation | 22 (17%)       |
| Immune from enforcement action            | 11 (10%)       |
| <b>Total</b>                              | 126            |

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## PLANNING ENFORCEMENT BREACHES

| No | Client Department, address and Lead Officer) | Legislation (inc section) prosecution under | Breach Address                 | Latest Action   | Details  | Successful result (Y/N) |
|----|--|---|--------------------------------|---|--|-------------------------|
| 1  | Fortune Gumbo                                | s179 TCPA 1990                              | 31 Sward Road N17              | Warrant Case. No progress   | Believe now in new ownership   |                         |
| 2  | Myles Joyce                                  | s179 TCPA 1990                              | 11 Burgoyne Road N4            | Prosecution withdrawn   | Notice to be re-issued. Cost Hearing no costs awarded to defendants Lambrou and Michael. Receivers now manage property | Y                       |
| 3  | Fortune Gumbo                                | s179 TCPA 1990                              | 13 Bounds Green Road           | Summons issued-Builder Ozcan Hassan   | Compliance work to be undertaken. Hearing postponed until November   |                         |
| 4  | Myles Joyce                                  | s179 TCPA 1990                              | 13 Whitley Road                | Summons issued-Builder Ozcan Hassan   | Hearing in August 2011   |                         |
| 5  | Myles Joyce                                  | s179 TCPA 1990                              | 22 Black Boy Lane              | Summons Issued-Snowcroft Properties   | Hearing postponed until October 2011 to allow for compliance   |                         |
| 6  | Myles Joyce                                  | s179 TCPA 1990                              | 75 Hermitage Road              | Summons Issued Snowcroft Properties   | Hearing postponed until October 2011 to allow compliance.  |                         |
| 7  | Myles Joyce                                  | s179 TCPA 1990                              | 216 West Green Road            | Summons Issued-Cavosoglu  | Hearing August 2011  |                         |
| 8  | Fortune Gumbo                                | s179 TCPA 1990                              | 25 Cumberton Road              | Summons Issued  | Hearing August 2011  |                         |
| 9  | Fortune Gumbo                                | s179 TCPA 1990                              | 38 Thckerary Avenue            | Builder Ozcan Hassan  | Hearing August 2011  |                         |
| 10 | Fortune Gumbo                                | s179 TCPA 1990                              | 22 Cumberton Road              | Summons Issued  | Hearing August 2011  |                         |
| 11 | Fortune Gumbo                                | s179 TCPA 1990                              | 22 Cumberton Road              | Summons Issued  | Hearing August 2011  |                         |
| 12 | Lorcan Lynch                                 | s179 TCPA 1990                              | 8 Harringay Gardens            | Trial August 2011. part compliance from 4 to 2 flats  | Trial August 2011  |                         |
| 13 | Fortune Gumbo                                | s179 TCPA 1990                              | 100 Myddleton Road             | Prosecuted and Convicted  | Fined £1000 and £956 costs   | Y                       |
| 14 | Fortune Gumbo                                | s179 TCPA 1990                              | rear of 110-118 Myddleton Road | Cautions  | Complied and full costs £1255 paid   | Y                       |
| 15 | Myles Joyce                                  | s179 TCPA 1990                              | 403 Lordship Lane              | Prosecuted and Convicted  | Fined £3155 and £1444 costs. Complied with   | Y                       |
| 16 | Myles Joyce                                  | s179 TCPA 1990                              | 101 Lealand Road N15           | Prosecuted and Convicted in Crown Court   | Conditional Discharge  |                         |
| 17 | Myles Joyce                                  | s179 TCPA 1990                              | 180 Park Lane N17              | Already convicted-  | Compliance site visit end fo Setpember 2011  |                         |
| 18 | Myles Joyce                                  | s179 TCPA 1990                              | 2 Goodwyns Vale                | Mr Adams Found guilty. Case in Crown Court for Confiscation under Proceeds of Crime Act             | Timetable- anticiapte result end of 2011   | Y                       |
| 19 | Lorcan Lynch                                 | s179 TCPA 1990                              | 9 Heybourne Road               | Cybergale-Pakkos Please of guilty. Case in Crown Court for Confiscation under Proceeds of Crime Act | Timetable- anticiapte result end of 2011   | Y                       |
| 20 | Lorcan Lynch                                 | s179 TCPA 1990                              | 1 Bruce Castle Road            | Cybergale-Pakkos Please of guilty. Case in Crown Court for Confiscation under Proceeds of Crime Act | Timetable- anticiapte result end of 2011   | Y                       |
| 21 | Lorcan Lynch                                 | s179 TCPA 1990                              | 22 Gladesmore Road             | Already Convicted   | New owner intended to comply with Notice   |                         |
| 22 | Myles Joyce                                  | s179 TCPA 1990                              | 74 Umfreville Road             | Already convicted   | submit bundle end of Augsut 2011   |                         |
| 23 | Lorcan Lynch                                 | s179 TCPA 1990                              | 98 Hewitt Avenue               | Already convicted   | submit bundle end of Augsut 2011   |                         |
| 24 | Myles Joyce                                  | s179 TCPA 1990                              | 23 Hewitt Avenue               | Alady Convicted   | 2nd prosecution hearing August 211   |                         |
| 25 | Myles Joyce                                  | s179 TCPA 1990                              | 89 BurgoyneRoad                | Already Convicted   | 2nd prosecution hearing August 211   |                         |

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